

Chapter 5.5: Harlem Valley

For this Plan, the Harlem Valley is defined as the communities along the eastern border of the county: the Towns of North East, Amenia, Dover, and Pawling, and the Villages of Millerton and Pawling. The Harlem Valley represents about 186 square miles and 24,630 people—accounting for 23 percent of the county’s land area, but only 8 percent of the county’s total population. It is characterized low density and rural land use, with pockets of density in villages and hamlets (see Map 56, Harlem Valley 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 Villages of Millerton and Pawling are the 8th and 9th most densely populated municipalities in the county, with about 1,600 and 1,200 persons per square mile, respectively. However, the four Harlem

Valley towns are all quite low density: the Towns of Dover and Pawling each have about 150 residents per square mile, the Town of Amenia has about 100 residents per square mile, and the Town of North East is the least dense in the county, with fewer than 50 residents per square mile. This spread-out population pattern tends to make walking and bicycling for transportation less practical and attractive.

Centers & Destinations

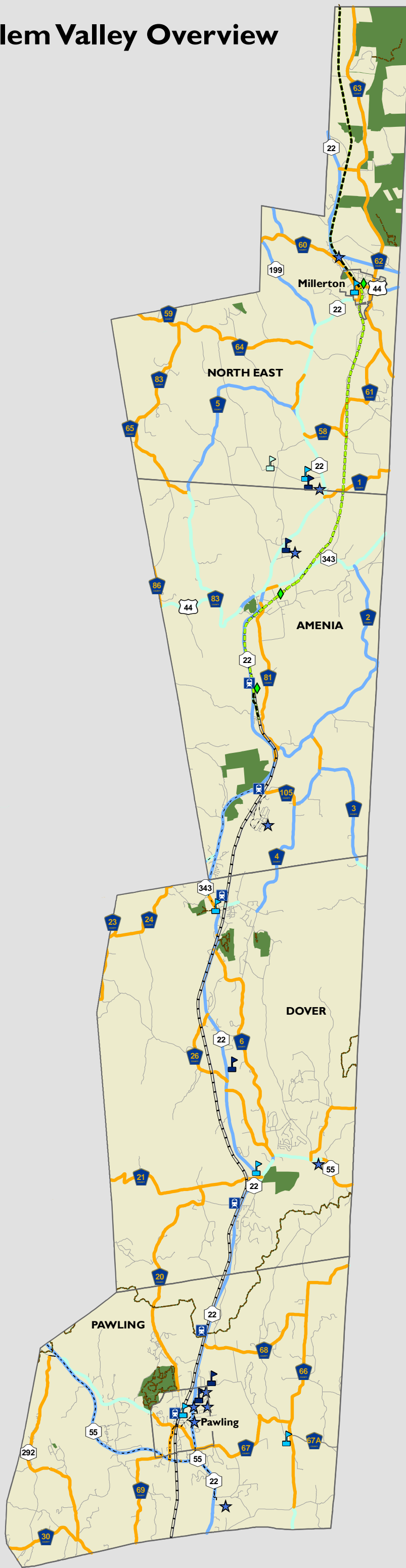
Harlem Valley centers, as designated by the Dutchess County Department of Planning and Development, are shown on Map 57, Harlem Valley Centers. Key destinations for walking and bicycling include:

- Village of Millerton: restaurants, shops, movie theater, library, North East Community Center, McEnroe Farm
 - Village of Pawling, including the Village Green, Pawling Metro-North train station, Pawling Elementary School, and the Trinity Pawling School.
 - Amenia hamlet
 - Webutuck High School and Elementary School in Amenia
 - Dover Plains hamlet, including Dover Elementary School, Stone Church, Crown Maple, and Dover Plains Metro-North train station
 - Wassaic hamlet, including the Wassaic Metro-North train station
 - Wingdale hamlet, including the



The Pawling Village Green is a hub of activity.

Harlem Valley Overview



School

- K-12
- Elementary/Middle
- Middle/High
- Major Job Site
- Train Station

- Bus Route
- Commuter Rail Line
- Shared Use Path/Rail Trail
- Future Shared Use Path/Rail Trail
- Trail Head
- Recreational Trail
- Park

Paved Shoulder Width*

- >= 4ft
- 2 - 4 ft
- < 2 ft
- Biking/Walking Prohibited

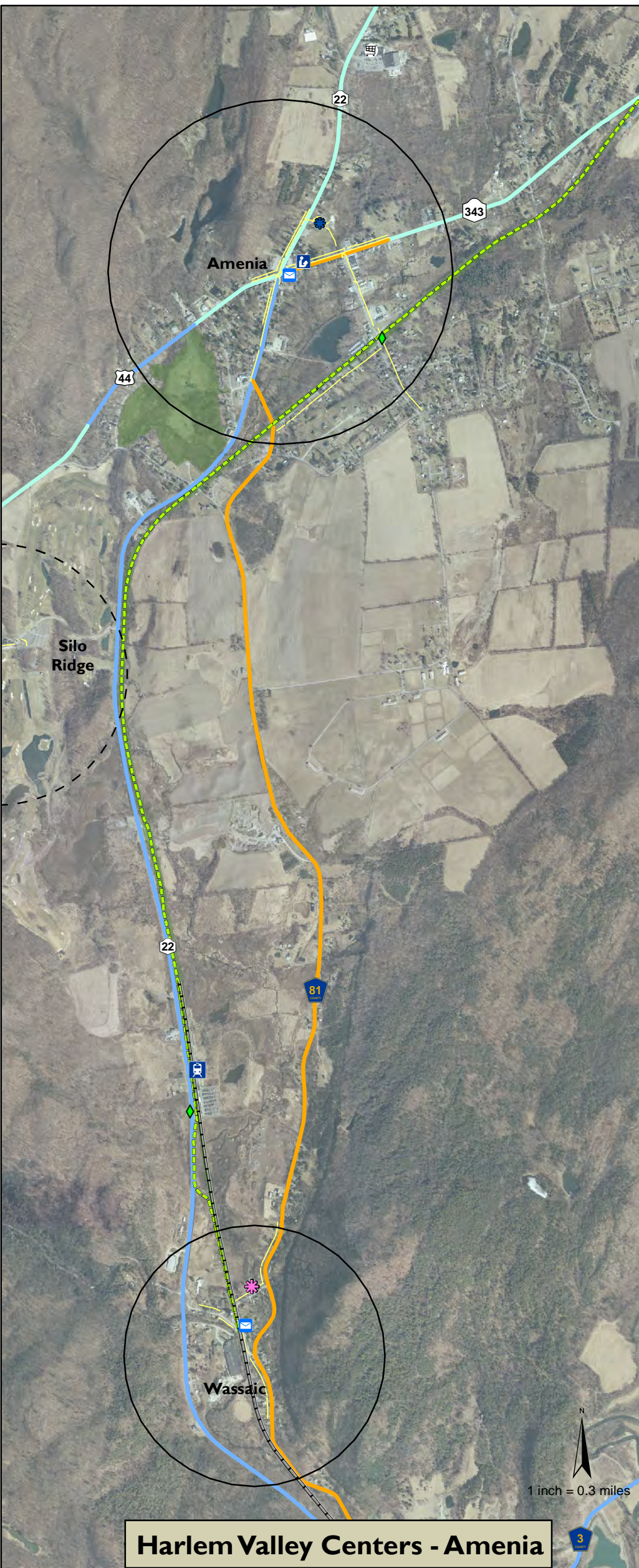
Road Type

- Local
- County
- State
- U.S.

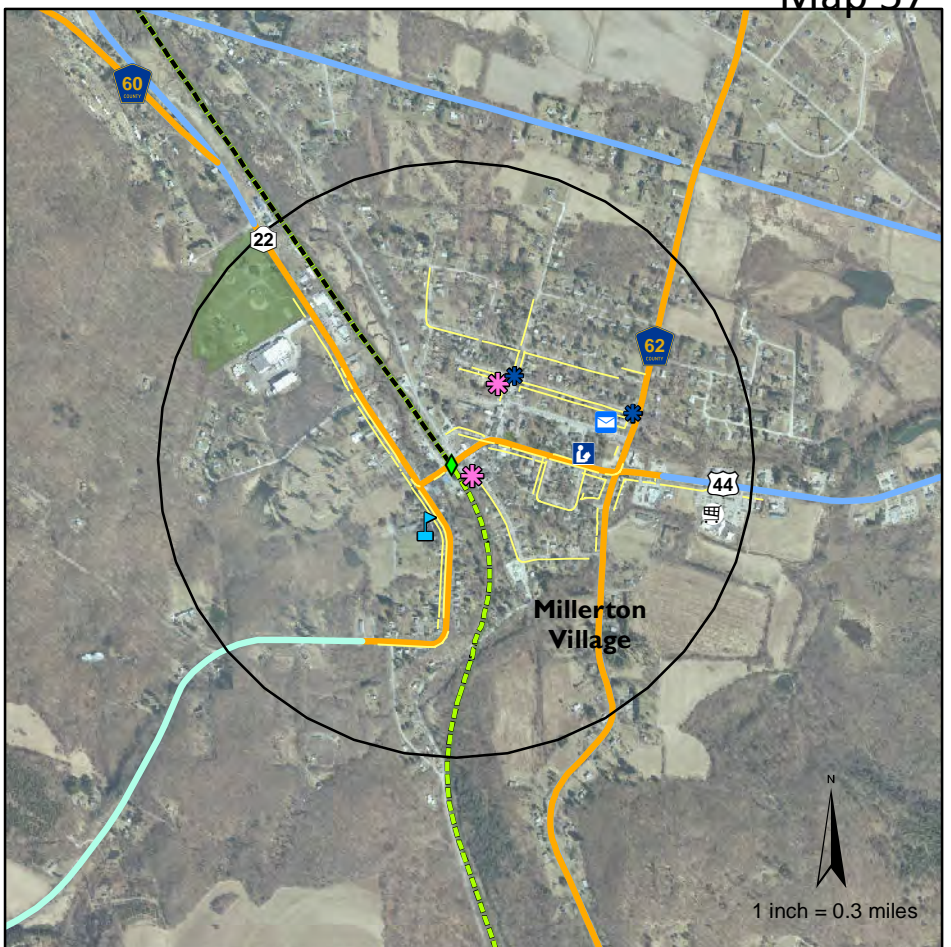
* Paved width based on available data.
May not reflect usable width.

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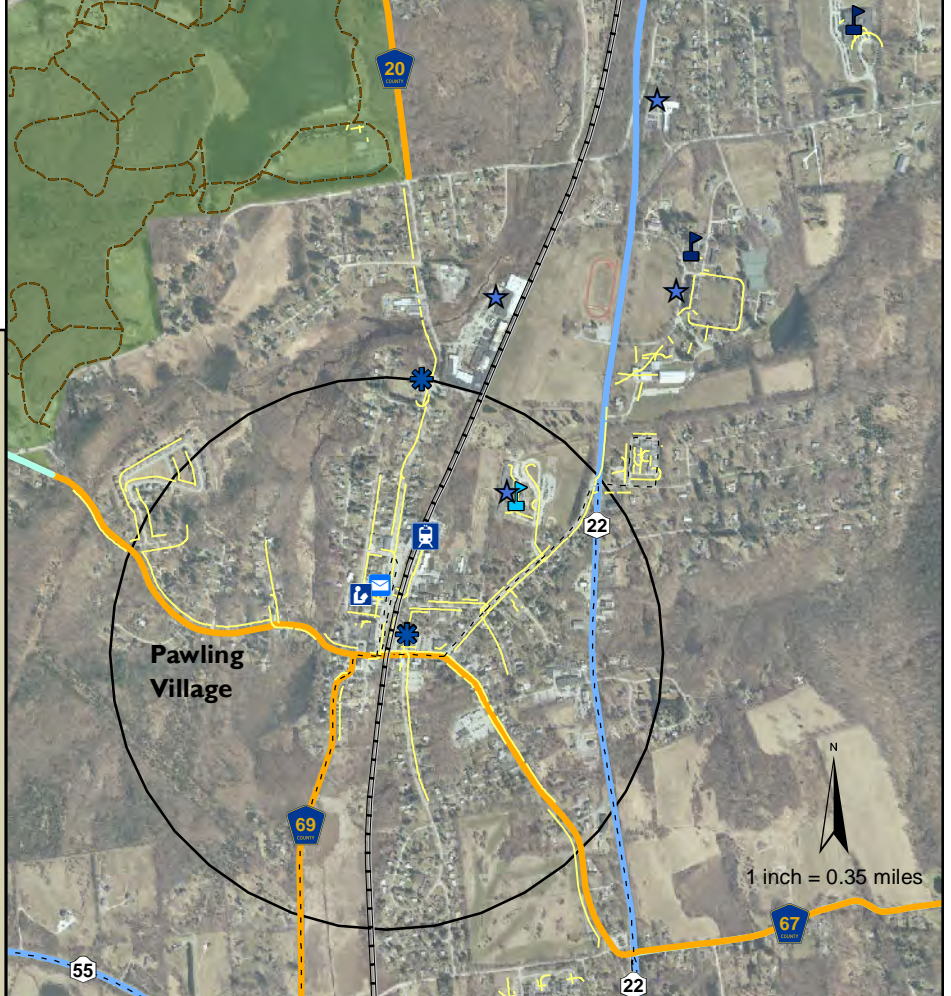
Harlem Valley Centers - Amenia



Harlem Valley Centers - Millerton/Dover Plains



Harlem Valley Centers - Wingdale/Pawling



School	Sidewalk	Road Type
Elementary	Bus Route	County
Middle/High	Commuter Rail Line	State
Grocery Store	Shared Use Path/Rail Trail	U.S.
Municipal Hall	Future Shared Use Path/Rail Trail	Center
Library	Trail Head	Existing
Community/Senior Center	Recreational Trail	Emerging
Post Office	Paved Shoulder Width*	
Train Station	$\geq 4\text{ft}$	
Major Employer	2 - 4ft	
	$< 2\text{ft}$	
	Biking/Walking Prohibited	

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

Map created May 2014

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Walk Bike Dutchess

Harlem Valley-Wingdale Metro-North train station, Dover High School and Wingdale Elementary School

- Town of Pawling: Lakeside Park and Murrow Park
- Harlem Valley Rail Trail
- Ten Mile River Metro-North train station in Amenia
- Appalachian Trail and Appalachian Trail Metro-North train station
- Retail centers along Route 22

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. Compared to the county as a whole, the Harlem Valley communities have about average percentages of young people (under age 16), while the Town of Amenia and Village of Pawling have slightly higher percentages of older people (over age 74). The Town of Pawling has a slightly higher than average percentage of these young and older groups combined.

Income

Lower-income households are also more likely to walk and bicycle for transportation. Household incomes in the Harlem Valley tend to be a bit lower than the county average, with the exception of the Town of Pawling. The Town of Amenia and the Village of Millerton have slightly higher percentages of low-income households (defined here as under \$25,000 per year) than the county average.

Population by Age Group					
Municipality	Total Population	% Under 16	% 16 - 74	% Over 74	% Under 16 + Over 74
T/Amenia	4,436	18	74	8	26
T/Dover	8,699	21	75	5	25
T/North East	2,073	17	76	6	24
T/Pawling	6,116	21	72	7	28
V/Millerton	958	19	75	6	25
V/Pawling	2,347	19	74	8	26
Dutchess County	297,488	19	75	6	25

Source: 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.

Household Income					
Municipality	Total Households	% less than \$25,000	% \$25,000 - 50,000	% Over \$50,000	Median Household Income
T/Amenia	1,741	17%	30%	53%	\$57,832
T/Dover	3,343	12%	18%	70%	\$67,462
T/North East	1,107	15%	25%	61%	\$61,823
T/Pawling	3,048	10%	18%	71%	\$82,813
V/Millerton	296	18%	22%	60%	\$58,851
V/Pawling	933	16%	24%	60%	\$62,150
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).

Walk Bike Dutchess

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 for the four Harlem Valley Towns is shown below. The Town of Pawling has lower percentages of zero-vehicle households than the county average, while the Village of Pawling has higher percentages. The Towns of Amenia and North East and the Villages of Pawling and Millerton all have higher percentages of one-vehicle households compared to the county average.

Zero- and One-Vehicle Households			
Municipality	Total Households	% Zero-Vehicle	% One-Vehicle
T/Amenia	1,741	UNR	32 (+/- 10%)
T/Dover	3,343	UNR	28 (+/- 6%)
T/North East	1,107	UNR	36 (+/- 9%)
T/Pawling	3,048	4 (+/- 2%)	26 (+/- 5%)
V/Millerton	296	8 (+/- 6%)	44 (+/- 16%)
V/Pawling	933	10 (+/- 6%)	33 (+/- 8%)
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 Harlem Valley municipalities.

3. Walking & Bicycling Facilities

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

Walking Facilities

The Harlem Valley has approximately 27 miles of sidewalks. The majority are in the Town of Amenia and Village of Pawling. When considered on a per-resident basis, the Village of Millerton has the most sidewalks per resident and ranks first in the county, followed by the Village of Pawling, which ranks eighth county-wide.

Sidewalks by Municipality			
Municipality	Sidewalks (miles)*	Sidewalk Feet per Resident	County-wide Rank
T/Amenia	8.0	9.5	13
T/Dover	4.2	2.5	18
T/North East	0.7	1.8	24
T/Pawling	2.6	2.3	20
V/Millerton	3.9	21.6	1
V/Pawling	7.6	17.0	8
Dutchess County	434.1	7.7	n/a

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

Walk Bike Dutchess



The Village of Millerton has more sidewalks per resident than any other municipality in the county.

The Harlem Valley has approximately 45 miles of unpaved trails. Major recreational trails in the area include:

1. Appalachian Trail: 12 miles in Dover and Pawling
2. Pawling Nature Reserve Trails: 8 miles in Dover and Pawling
3. Wassaic State Multiple Use Area trails in Amenia: 6.6 miles
4. Lakeside Park and Murrow Park in Pawling: 6 miles

Shared-Use Paths

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

Bicycling Facilities

There are three on-street bicycle facilities in the Harlem Valley, all shared-lane markings (sharrows): in the Village of Pawling on Charles Colman Boulevard between West Main Street and Union Street; in the Village of Pawling on West and East Main Street between Dutcher Avenue and Coulter Avenue, and in the Town of Amenia on Mechanic Street between the Harlem Valley Rail Trail and East Main Street.

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

- An extension of SBR 22 south on Route 22 between Columbia County through Dutchess and Putnam counties.
- An extension of SBR 199 along Route 199, between Route 308 on the western border of Milan and the proposed SBR 22 in the Town of Northeast.
- Proposed SBR 44, along Route 44 between SBR 9 in the City of Poughkeepsie and the proposed SBR 22 in the Town of Amenia.
- Proposed SBR 55, along Route 55 between the proposed SBR 44 in the Town of Poughkeepsie and the proposed SBR 22 in the Town of Pawling.

Bicycle parking is provided at some of the area's key destinations, including the Harlem Valley Rail Trail trailheads in Millerton and Amenia, the Wassaic and Pawling Metro-North stations, and the Pawling and Dover Plains libraries. A list of bicycle parking locations is included in Appendix G.

Walk Bike Dutchess

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 moderate transit service in the Harlem Valley, particularly in Dover and Pawling. LOOP's Route D provides service on Routes 44 and 343 between Poughkeepsie, Pleasant Valley, Millbrook, Dover Plains and the Tenmile River Metro-North station in Amenia. It had annual ridership of approximately 29,800 in 2012. LOOP's Route E provides service along Route 55 between Poughkeepsie, LaGrange, Union Vale, Beekman, and the Village and Town of Pawling. It had annual ridership of approximately 22,200 in 2011.

Metro-North's six stations in the Harlem Valley serve about 770 people on an average weekday and over 1,200 people on an average weekend (note that the Appalachian Trail station only operates on weekends). See Chapter 4 for ridership by station.

B. Walking & Bicycling Data

Based on the Harlem Valley's relatively low density, average to high auto ownership, and modest transit service, balanced by the concentration of sidewalks in the Villages and the successful rail trail, we can expect moderate rates of walking and bicycling in this area. While Census data at the municipal level is limited, estimates

of walking to work for three Harlem Valley municipalities are available: the Towns of North East and Pawling, and the Village of Pawling. According to these estimates, approximately 7 percent of Town of North East workers, 10 percent of Village of Pawling workers, and 4 percent of Town of Pawling workers walk to work. This compares to 4 percent of workers county-wide.

Count Data

Counts of people walking and bicycling were conducted at up to six locations in the Harlem Valley in January, May, July, and September 2013. The location with the most walking activity was in the Village of Pawling on Charles Colman Boulevard near Main Street, with 497 pedestrians counted on a May weekend from 12-2 pm. The most bicycle activity was on the Harlem Valley Rail Trail in the Village of Millerton, with 123 bicyclists counted on a September weekend from 12-2 pm. 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 resulted in 42 responses from the Harlem Valley. According to the survey, nearly 70 percent of respondents walk at least three days per week and nearly 50 percent of respondents ride a bicycle at least three days per week. The purposes for walking and bicycling were consistent: the most common responses were for exercise and to be outside enjoying the community. According to respondents, the best location for



Pawling installed sharrows on Charles Coleman Boulevard in 2013 (source: The Pawling News).

Walk Bike Dutchess

walking in the area is Lakeside Park in Pawling, and the best location to bicycle is the Harlem Valley Rail Trail. Route 22 and Route 55 were cited as the most problematic locations for walking and bicycling, mostly due to traffic concerns.

When asked, “If equally good facilities existed, how would you prefer to travel?” over 90 percent said they would prefer to walk or bicycle to parks/recreation, about 80 percent to the gym/exercise, over 75 percent to the bus or train, to school, and to local errands/appointments/shopping, and over 55 percent said they would prefer to walk or bicycle to work.

Over 60 percent of respondents said there are many places to go within walking distance of home, while just over 40 percent said stores are within walking distance of home, and less than 40 percent said it is easy to walk to a bus or train stop from home. Over half of respondents are either somewhat or very dissatisfied with how their community is designed for walking, while over 60 percent are either somewhat or very dissatisfied with how their community is designed for bicycling.

When asked “What are the most important improvements to be made?”, the most common responses included adding more rail trails and shared-use paths, increasing road shoulder widths, and adding bicycle lanes and/or shared lane markings. Respondents noted that bicycle parking is needed on sidewalks next to local destinations, as well as at municipal facilities, parks, stores, and bus stops/train stations. In order to prioritize improvements, respondents suggested focusing on completing missing pieces to create longer continuous walkways and bikeways, and improving safety by addressing likely crash locations.

Charts showing the survey results for each Planning area 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 Harlem Valley rates are shown below. The Village of Millerton greatly exceeds the county-wide average pedestrian crash rate (based on a small number of crashes), and the Town of Dover slightly exceeds the county-wide average pedestrian crash rate. The Town of Amenia and Village of Pawling exceed the county-wide average bicycle crash rate. However, these are both based on a small number of bicycle 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/Amenia	2	0.09	5	0.23
T/Dover	11	0.25	2	0.05
T/North East	1	0.10	1	0.10
T/Pawling	1	0.03	1	0.03
V/Millerton	3	0.63	0	0.00
V/Pawling	2	0.17	2	0.17
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.

Walk Bike Dutchess

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 in the Harlem Valley for pedestrians, but there was one high-crash corridor for bicyclists:

- Bicycle: Amenia, Route 22 between Lake Amenia Road/Dunn Road and Cascade Road: 1.2 miles; 3 crashes; 2.5 crashes/mile.

High-crash corridors in the Harlem Valley are shown in Map 15 (in Chapter 4). All pedestrian and bicycle crashes in the Harlem Valley are shown in Map 58.

C. Key Needs/Issues

The Bicycle-Pedestrian Advisory Committee identified the following needs in the Harlem Valley:

- Provide sidewalks along Route 22 and other streets to improve walking access to shopping.
- Provide safe crossings across Route 22 for people on foot and bike.
- Extend the Harlem Valley Rail Trail.
- Increase enforcement of bicycle and pedestrian safety-related laws.

In terms of safety, key corridors/hot spots include the Village of Millerton and the hamlet of Dover Plains for walking and Route 22 in the hamlet of Amenia for bicycling.

D. Harlem Valley 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 Harlem Valley. 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 59-64 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)

HV-1. Harlem Valley Rail Trail Extension – Hamlet of Wassaic [T/Amenia, Dutchess County; Short-Term]

Issue: There is no walking access between the Wassaic train station and the Wassaic hamlet. The Town is currently working on a ‘Trail to the Train’ project to extend the Harlem Valley Rail Trail to the hamlet.

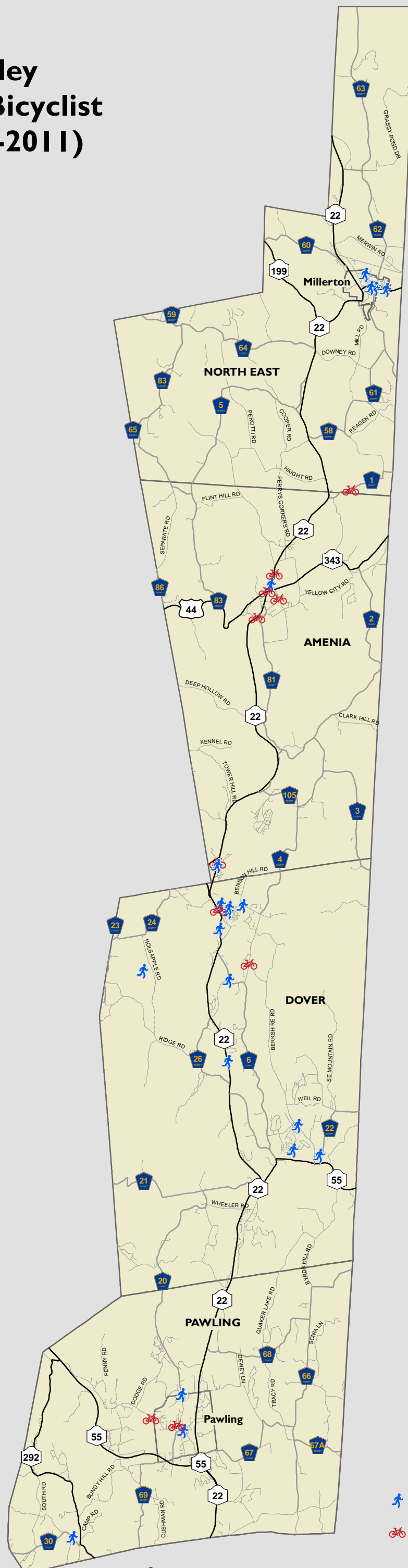
Improvement:



- Extend the Harlem Valley Rail Trail from the railroad station south to the Wassaic hamlet (about 0.6 miles).

HV-2. Dover Plains Route 22 Sidewalk and Crosswalk [T/Dover, NYSDOT; Short-Term]

Issue: There is a sidewalk along the west side of Route 22 from the Dover Plains hamlet center to the grocery store (between Nellie Hill Road and Oniontown Road), but no designated crossing across

Harlem Valley Pedestrian and Bicyclist Crashes (2007-2011)



-  Pedestrian Crash
-  Bicycle Crash

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Map created May 2014

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

1 inch = 2.4 miles



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Route 22 or sidewalk to the post office and retail on the east side of Route 22.

Improvement:

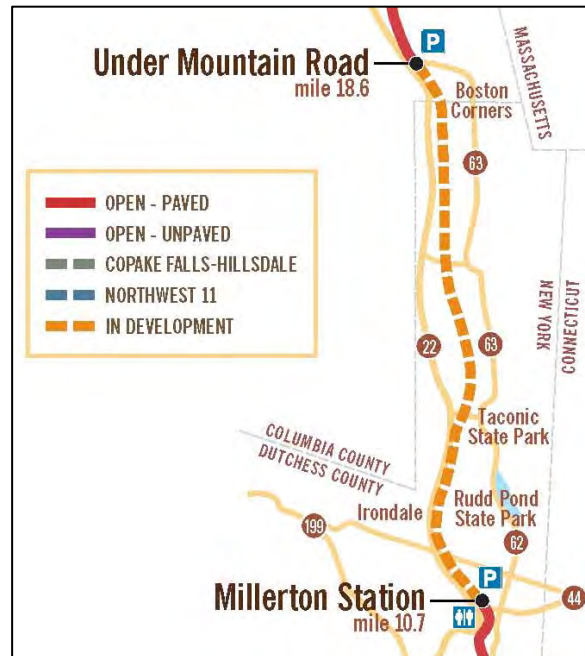
- Extend the sidewalk on one side of Route 22 to the south and add a crosswalk across Route 22 between the grocery store and the Post Office, consistent with the Town's Comprehensive Plan recommendations for pedestrian-friendly designs (about 0.25 miles).
- Coordinate sidewalk and crossing improvements with plans for a new grocery store on the east side of Route 22 south of the post office.

HV-3. Harlem Valley Rail Trail Extension – Village of Millerton [T/North East, V/Millerton, Dutchess County; Short-Term]

Issue: In Dutchess County, the Harlem Valley Rail Trail currently ends (to the north) in Millerton. An extension to the north would connect the trail to existing segments in Columbia County, including one between Under Mountain Road and Copake Falls Station. The Town and Village have secured federal funding for this extension.

Improvements:

- Extend the Harlem Valley Rail Trail from the Village of Millerton to connect to other segments of the trail in Columbia County (8.25 miles).



The HVRT will extend from Millerton to Columbia County (source: hvrt.org).

- Explore potential trail connections between the Harlem Valley Rail Trail and Rudd Pond State Park (through Rudd Pond property) and the Taconic Ridge Trail (through the Henry Young Farm property).

HV-4. Village of Pawling Sidewalk Study

[V/Pawling; Short-Term]

Issue: The Village of Pawling does not have an inventory of its sidewalk locations or conditions. The sidewalk network should be inventoried to identify key gaps, areas where sidewalks are in poor condition, and improvements needed to make the Village more accessible by walking.

Improvement:

- Work with the PDCTC to conduct an inventory and study of walking infrastructure in the Pawling Village center, possibly including trail connections.

HV-5. Route 22 Shoulder Improvements [NYSDOT; Short-Term]

Issue: Route 22 is a major north-south route used for bicycling. However, shoulder widths are narrow in places (e.g. in Dover Plains, and between Amenia and Millerton), and vehicle speeds are high.

Improvements:

- Widen shoulders on Route 22 where needed to provide safe access for bicycling.
- Install appropriate signage along Route 22 to encourage safe sharing of the road.

Walk Bike Dutchess

Medium-Term Recommendations (5 to 10 years)

HV-6. Amenia Hamlet Sidewalks

[T/Amenia, NYSDOT; Medium-Term]

Issue: There is a lack of sidewalks to destinations near the Amenia hamlet, including the grocery store north on Route 22 and retail, and there have been several crashes around the Route 22/44/343 intersection.

Improvements:

- Extend sidewalks along Route 22 from the Amenia Town Hall north to the Freshtown shopping plaza (about 0.5 miles).
- Consider a future extension of sidewalks on Route 22 to Maplebrook School (off of Adams Drive) (about 0.5 miles).
- Provide a sidewalk on Route 44 to connect to the Beekman Park ball fields (about 0.1 miles).
- Review crash data to determine key issues and potential improvements. Based on the crash analysis, implement appropriate traffic calming measures, signage and/or other improvements in the hamlet.
- Explore pedestrian-friendly improvements to Routes 22, 44, and 343 in the hamlet, consistent with the recommendations of the Community Enhancement Task Force (2004) and 2008 [Amenia Hamlet Concept Plan](#).

HV-7. Pawling Middle School/High School Sidewalk Connections

[T/Pawling, V/Pawling, Pawling Central School District, Trinity-Pawling School, NYSDOT; Medium-Term]

Issue: The lack of sidewalks to the Pawling Middle and High schools (north of Reservoir Road) prevents students from being able to safely walk to school. There are no sidewalks along the schools'

entry road (Wagner Drive), or along Reservoir Road or Route 22 near the schools, and no marked crosswalks. Traffic is heavy on Route 22 and on Reservoir Road before and after school. In addition, the school's cross-country teams run along these roads. Improvements:

- Install a sidewalk on Reservoir Road between Route 22 and the Middle and High schools at Wagner Drive (about 0.5 miles).
- Extend the sidewalk along Wagner Drive to connect to the existing sidewalks at the schools' entrances (about 0.4 miles).
- Mark a crosswalk across Wagner Drive at Reservoir Road and across driveways on Wagner Drive as needed.
- Extend the existing sidewalk on the west side of Route 22 (which ends at the north boundary of the cemetery north of Coulter Avenue) to the pedestrian overpass and then to Reservoir Road along the east side of Route 22, or create a sidewalk on the east side of Route 22 between Coulter Avenue and Reservoir Road (about 0.4 miles).



The existing sidewalk on Route 22/55 ends south of the Trinity-Pawling School (source: Google maps).

Walk Bike Dutchess

- Mark crosswalks at the Route 22/Reservoir Road intersection as needed to connect the sidewalks on Route 22 and Reservoir Road.

HV-8. Town of Pawling Route 22 Sidewalks *[T/Pawling, NYSDOT; Medium-Term]*

Issue: There are no sidewalks on Route 22 except for a short section between Pine Drive/Coulter Avenue and the Trinity Pawling School, and only one designated crosswalk (at Pine Drive) for people who live on the east side of Route 22.

Improvements:

- In conjunction with the planned sewer extension project, construct sidewalks or a shared-use path along Route 22 between Quaker Hill Road/East Main Street and the Hannaford grocery store at Akindale Road, connecting to the senior housing at the Castagna development on Route 22 (about 1.3 miles).
- Create designated crossings on Route 22 at East Main Street/Quaker Hill Road (CR 67) with marked crosswalks and pedestrian signals.

HV-9. Route 22 Hamlet Speed Evaluation *[Towns, Dutchess County, NYSDOT; Medium-Term]*

Issue: Most of the hamlets in the Harlem Valley are situated along Route 22. Residents feel that speeds on Route 22 through some of the hamlets are too high.

Improvement:

- Evaluate posted speed limits in hamlets along Route 22 and work with the Dutchess County Department of Public Works and NYSDOT to reduce limits, enforce existing limits, or implement traffic calming treatments where needed.

HV-10. West Dover Road (CR 20) Shoulders and Signage *[Dutchess County; Medium-Term]*

Issue: West Dover Road provides connections to Lakeside Park, the Village of Pawling, and the Pawling train station. However, it has no paved shoulders.

Improvements:

- Add paved shoulders (four foot minimum) on West Dover Road (CR 20) between the apartments off of Kings Way and the Village line.
- Install appropriate signage to encourage safe sharing of the road.

Long-Term Recommendations (10+ years)

HV-11. Silo Ridge – Harlem Valley Rail Trail Connection *[T/Amenia; Long-Term]*

Issue: The Silo Ridge golf course property southwest of the Amenia hamlet is planned to be redeveloped with residential and other uses. The property is directly across Route 22 from the Harlem Valley Rail Trail, which connects into the center of the hamlet via Mechanic Street. However, there is not a direct connection between the property and the rail trail.

Improvement:

- As plans for development of Silo Ridge are finalized, develop a connection between the property and the Harlem Valley Rail Trail across Route 22.

HV-12. Taconic DDSO – Tenmile River Station Sidewalk/Bicycle Connections *[T/Amenia, Dutchess County; Long-Term]*

Issue: The Taconic Developmental Disabilities Service Office (DDSO) is planned to be closed. The large campus is near the

Walk Bike Dutchess

Tenmile River Metro-North train station and is likely to be redeveloped in the future. There are sidewalks within the campus, but no sidewalks (or bicycle facilities) connecting the campus to the train station.

Improvement:

- As plans for re-use of the Taconic DDSO facility are developed, integrate walking and bicycling connections between the DDSO and the Tenmile River train station, such as on Hillside Drive and Sinpatch Road (CR 105).

HV-13. Dover Trail Network [T/Dover; Long-Term]

Issue: The Town of Dover has several trail systems, including a portion of the Appalachian Trail and shorter trails in Boyce Park, Stone Church, the Roger Perry Nature Preserve, and Nellie Hill. However, the trails are not connected to each other or to destinations within the Town.

Improvement:

- Create a trail network in Dover, including a loop trail linking Nellie Hill with the center of Dover Plains, a continuous trail along the Ten Mile River, and a trail between Boyce Park and the Appalachian Trail.

HV-14. Holmes Hamlet Sidewalks & Shoulder Improvements [T/Pawling, Dutchess County, NYSDOT; Long-Term]

Issue: There are no sidewalks and minimal shoulders for people to walk or bicycle in the Holmes hamlet (centered at the Route 292/Holmes Road intersection).

Improvements:

- Evaluate the feasibility of installing sidewalks or walking paths along Route 292 and Holmes Road (CR 30) within

about a half-mile of the Route 292/CR 30 intersection, and install where feasible.

- Increase shoulder widths where possible.

HV-15. Dutcher Avenue (CR 69) Shared-Use Path [T/Pawling, V/Pawling, Dutchess County; Long-Term]

Issue: Dutcher Avenue (CR 69) connects Route 55 and South Street with West Main Street in the center of the Village of Pawling. There are minimal shoulders and no sidewalks along the street. However, the east branch of the Croton River is just east of the road, and wetlands and floodplains border the east side and portions of the west side of the road.

Improvement:

- Evaluate the feasibility of constructing a shared-use path (such as an elevated boardwalk) along Dutcher Avenue (CR 69) between West Main Street in the Village of Pawling and Route 55 in the Town of Pawling (about 0.8 miles), and construct if feasible.

HV-16. Putnam Trailway – Harlem Valley Rail Trail Connection [T/Pawling, Dutchess County, NYSDOT; Long-Term]

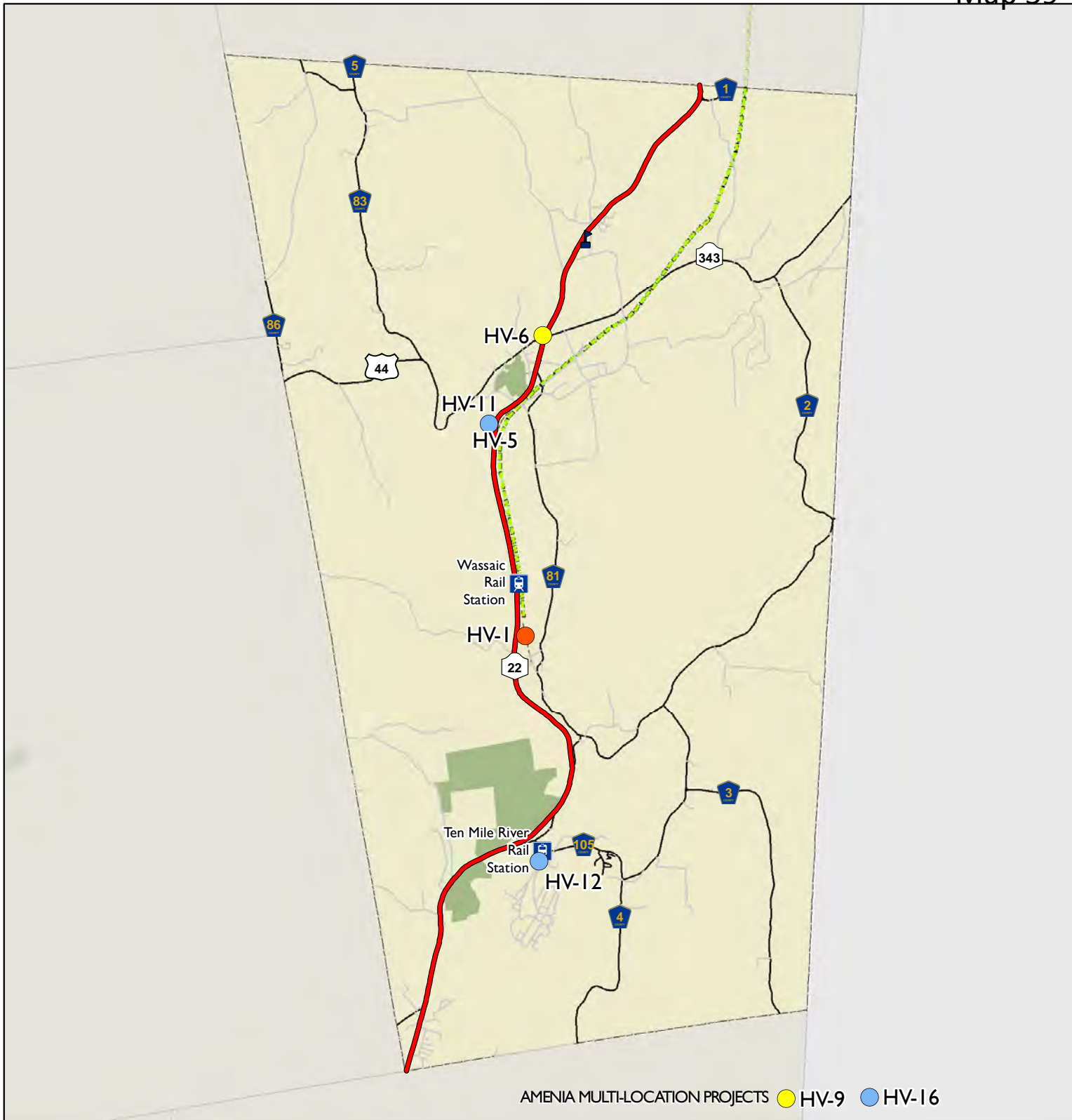
Issue: The Putnam Trailway extends 12 miles from Baldwin Place (near Westchester County) to Brewster Village in Putnam County. It is currently not connected to the Dutchess Rail Trail (see recommendation LT-10) or the Harlem Valley Rail Trail.

Improvements:

- Work with Putnam County to create a bicycle connection between the Putnam Trailway in Carmel/Brewster and the Harlem Valley Rail Trail via the Maybrook rail line and/or Route 312 and Route 22.

Walk Bike Dutchess

- Alternatively, create an on-road signed bicycle connection using Old Route 6, John Simpson Road, Fair Street, and Route 311 to Route 22.



- | | | |
|--------------------------------|----------------|--------------------|
| Recommendation (Sites) | Schools | Local Roads |
| ● Short-Term | ▤ Middle/High | — Major Roads |
| ● Medium-Term | ▭ Parks | — Trails |
| ● Long-Term | ▭ Rail Station | — Rail Trail |
| Recommendation (Linear) | | |
| — Short-Term | | |

Walk Bike Dutchess 2014 Project Recommendations by Municipality: AMENIA



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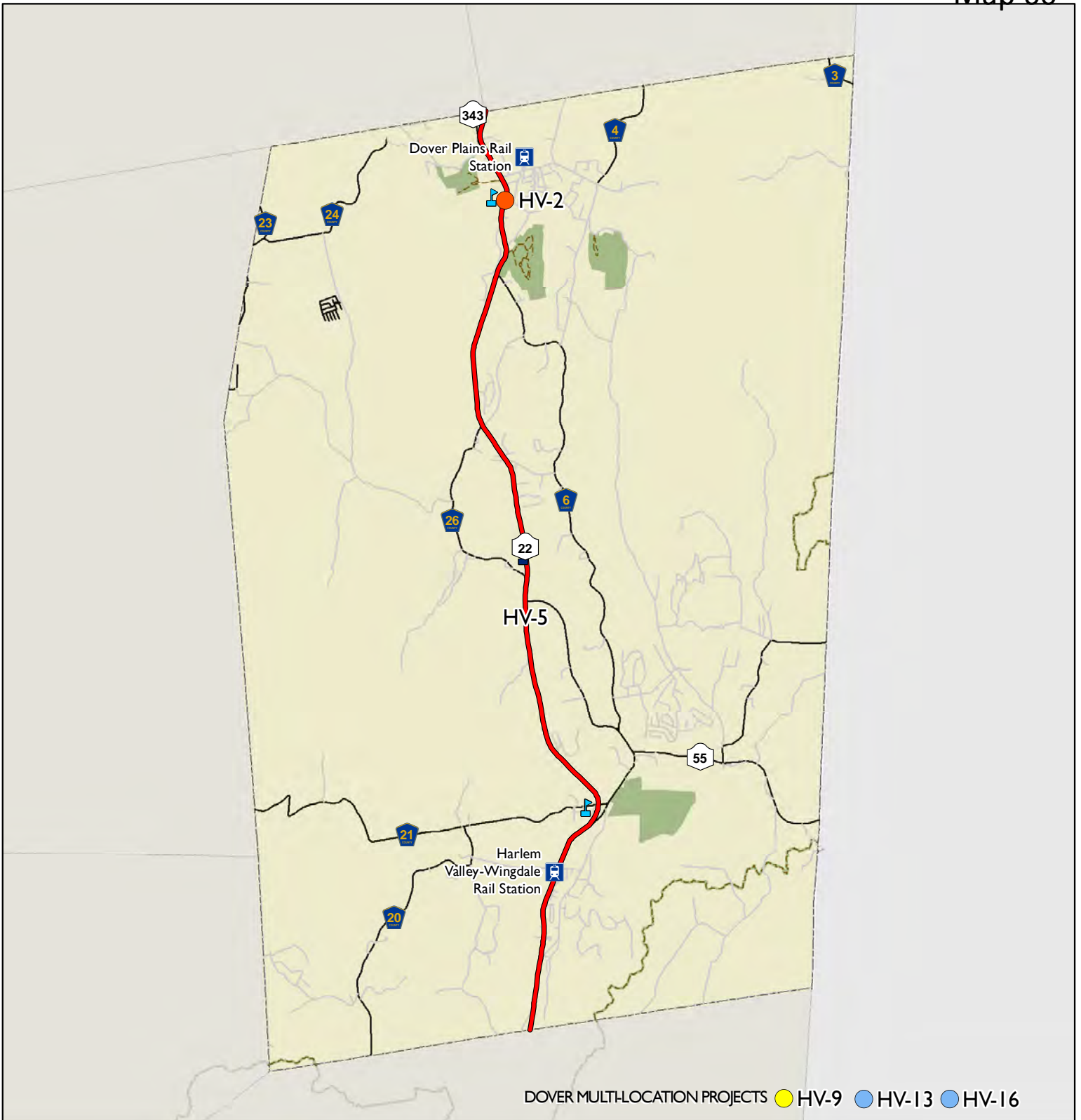
Walk Bike Dutchess Project Recommendations: Town of Amenia*

Planning Area	Project Code	Location	Project Name	Timeframe ¹	Lead	Other Partners
Harlem Valley	HV-1	T/Amenia	Harlem Valley Rail Trail Extension - Hamlet of Wassaic	Short	T/Amenia, Dutchess County	HVRTA
Harlem Valley	HV-6	T/Amenia	Amenia Hamlet Sidewalks	Medium	T/Amenia, NYSDOT	
Harlem Valley	HV-11	T/Amenia	Silo Ridge - Harlem Valley Rail Trail Connections	Long	T/Amenia	Silo Ridge developer
Harlem Valley	HV-12	T/Amenia	Taconic DDSO - Tenmile River Station Sidewalk/Bicycle Connection	Long	T/Amenia, Dutchess County	Taconic DDSO developer
Harlem Valley	HV-5	T/North East; T/Amenia; T/Dover; T/Pawling; V/Millerton; V/Pawling	Route 22 Shoulder Improvements	Short	NYSDOT	
Harlem Valley	HV-9	T/North East; T/Amenia; T/Dover; T/Pawling	Route 22 Hamlet Speed Evaluation	Medium	Towns, Dutchess County, NYSDOT	
Harlem Valley	HV-16	T/Amenia; T/Dover; T/Pawling	Putnam Trailway - Harlem Valley Rail Trail Connection	Long	T/Pawling, Dutchess County, NYSDOT	Putnam County, HVRTA

*For project descriptions, see [Walk Bike Dutchess, Chapter 5.5](#)

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

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



DOVER MULTI-LOCATION PROJECTS ● HV-9 ● HV-13 ● HV-16



Recommendation (Sites)

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

Recommendation (Linear)

- Short-Term

Schools

- Elementary/Middle
- Middle/High

Parks

- Rail Station

Local Roads

Major Roads

Trails

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



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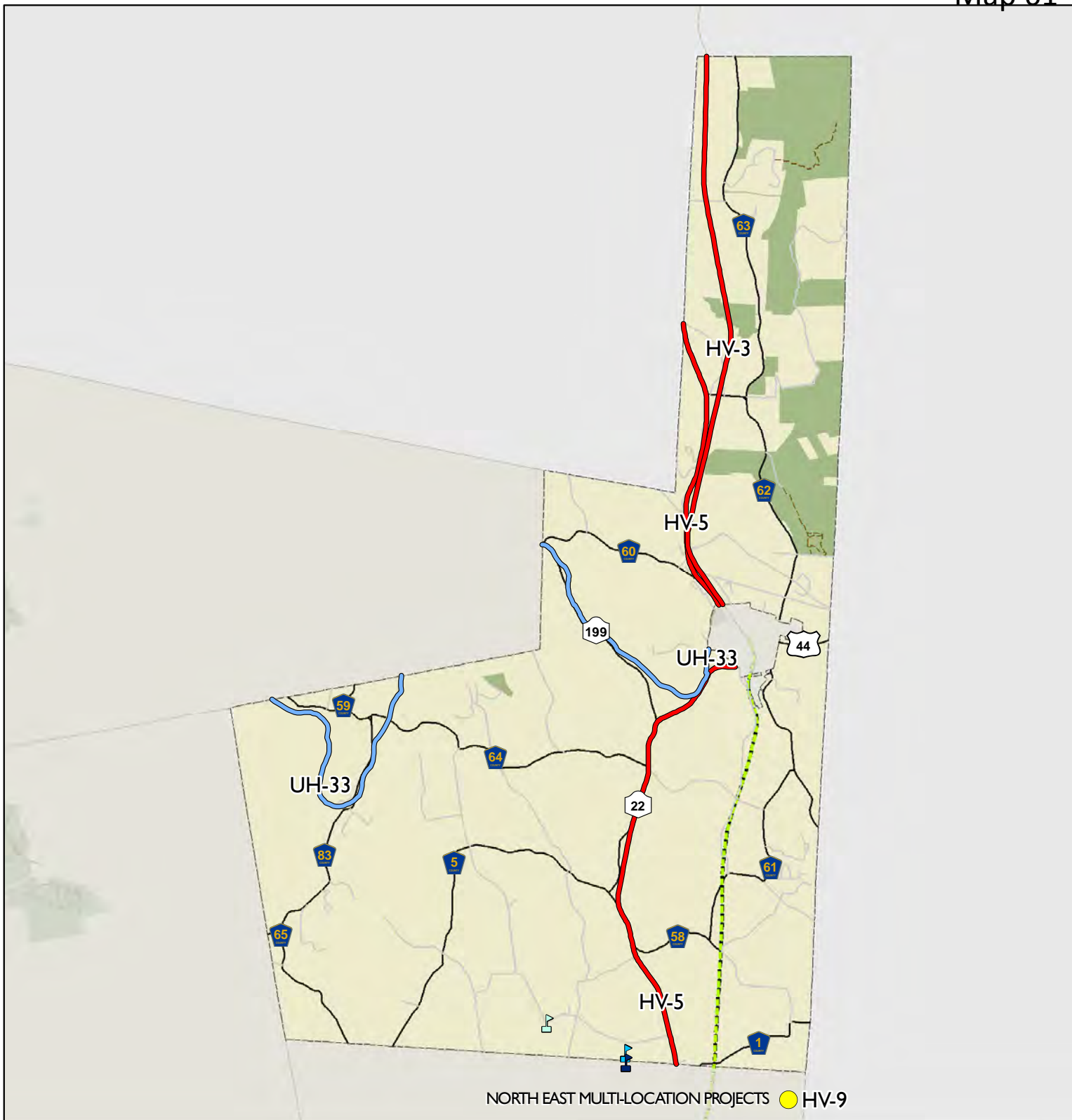
[Walk Bike Dutchess](#) Project Recommendations: Town of Dover*

Planning Area	Project Code	Location	Project Name	Timeframe ¹	Lead	Other Partners
Harlem Valley	HV-2	T/Dover	Dover Plains Route 22 Sidewalk and Crosswalk	Short	T/Dover, NYSDOT	
Harlem Valley	HV-13	T/Dover	Dover Trail Network	Long	T/Dover	
Harlem Valley	HV-5	T/North East; T/Amenia; T/Dover; T/Pawling; V/Millerton; V/Pawling	Route 22 Shoulder Improvements	Short	NYSDOT	
Harlem Valley	HV-9	T/North East; T/Amenia; T/Dover; T/Pawling	Route 22 Hamlet Speed Evaluation	Medium	Towns, Dutchess County, NYSDOT	
Harlem Valley	HV-16	T/Amenia; T/Dover; T/Pawling	Putnam Trailway - Harlem Valley Rail Trail Connection	Long	T/Pawling, Dutchess County, NYSDOT	Putnam County, HVRTA

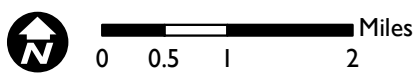
*For project descriptions, see [Walk Bike Dutchess, Chapter 5.5](#)

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



NORTH EAST MULTI-LOCATION PROJECTS ● HV-9



- | | | |
|--------------------------------|---------------------|--------------------|
| Recommendation (Sites) | Schools | Local Roads |
| ● Short-Term | 🏫 K-12 | — Major Roads |
| ● Medium-Term | 🏫 Elementary/Middle | — Trails |
| ● Long-Term | 🏫 Middle/High | — Rail Trail |
| Recommendation (Linear) | Parks | |
| — Short-Term | 🌳 | |
| — Long-Term | | |

Walk Bike Dutchess 2014 Project Recommendations by Municipality: NORTH EAST



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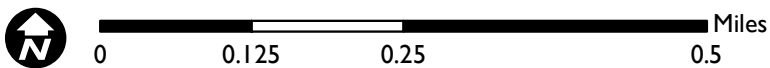
[Walk Bike Dutchess](#) Project Recommendations: Town of North East*

Planning Area	Project Code	Location	Project Name	Timeframe ¹	Lead	Other Partners
Harlem Valley	HV-3	V/Millerton; T/North East	Harlem Valley Rail Trail Extension - Village of Millerton	Short	T/North East, V/Millerton, Dutchess County	HVRTA
Harlem Valley	HV-5	T/North East; T/Amenia; T/Dover; T/Pawling; V/Millerton; V/Pawling	Route 22 Shoulder Improvements	Short	NYSDOT	
Harlem Valley	HV-9	T/North East; T/Amenia; T/Dover; T/Pawling	Route 22 Hamlet Speed Evaluation	Medium	Towns, Dutchess County, 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 5.5](#)

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**Walk Bike Dutchess 2014
Project Recommendations by Municipality:
VILLAGE OF MILLERTON**

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



www.dutchessny.gov/WalkBikeDutchess

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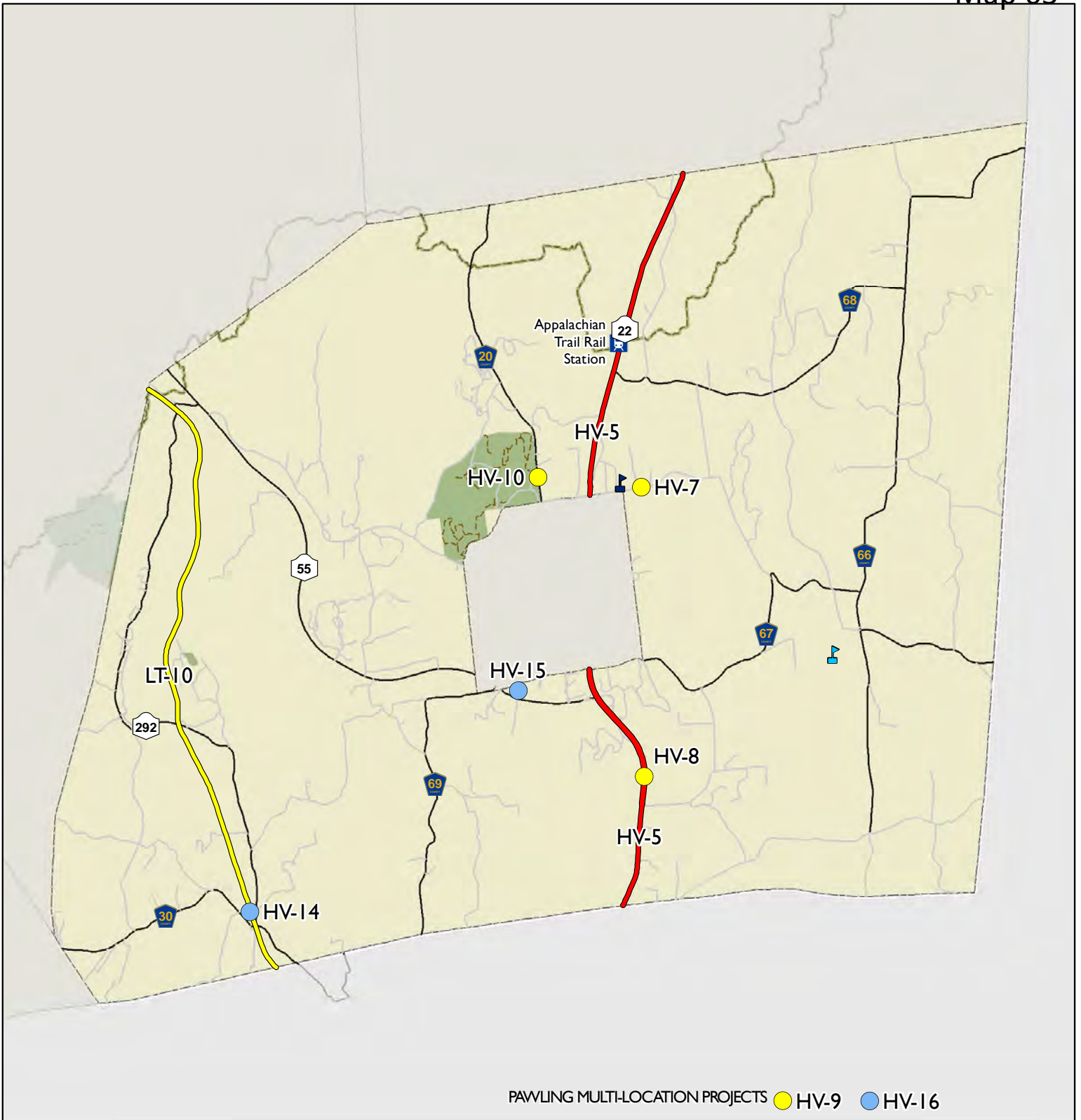
Walk Bike Dutchess Project Recommendations: Village of Millerton*

Planning Area	Project Code	Location	Project Name	Timeframe ¹	Lead	Other Partners
Harlem Valley	HV-3	V/Millerton; T/North East	Harlem Valley Rail Trail Extension - Village of Millerton	Short	T/North East, V/Millerton, Dutchess County	HVRTA
Harlem Valley	HV-5	T/North East; T/Amenia; T/Dover; T/Pawling; V/Millerton; V/Pawling	Route 22 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 5.5](#)

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- | | | |
|--------------------------------|---------------------|--------------------|
| Recommendation (Sites) | Schools | Local Roads |
| ● Short-Term | 🏠 Elementary/Middle | — |
| ● Medium-Term | 🎓 Middle/High | Major Roads |
| ● Long-Term | Parks | — |
| Recommendation (Linear) | 🌳 | Trails |
| — Short-Term | Rail Station | - - - |
| — Medium-Term | 🚉 | |

Walk Bike Dutchess 2014 Project Recommendations by Municipality: PAWLING



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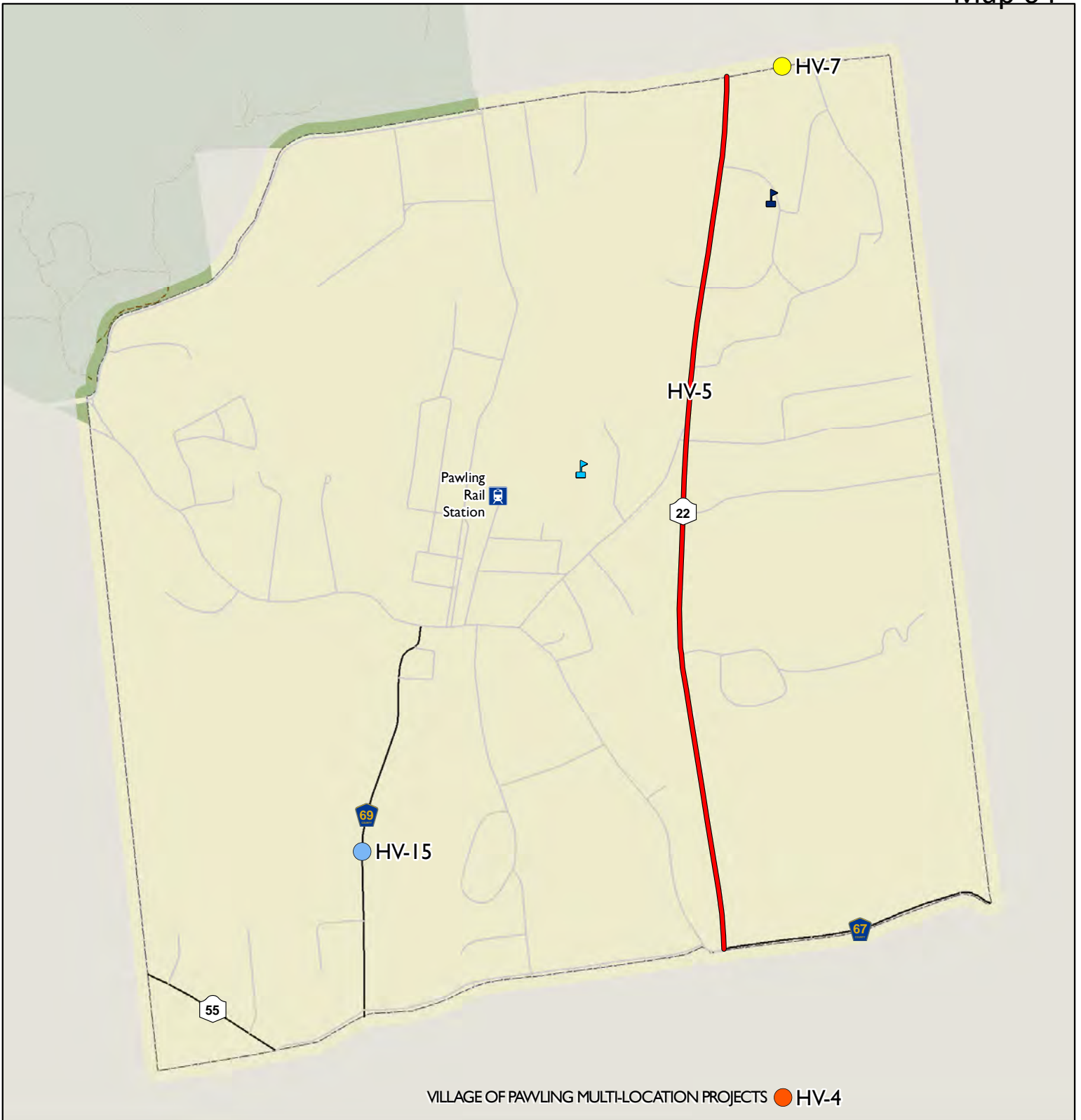
Walk Bike Dutchess Project Recommendations: Town of Pawling*

Planning Area	Project Code	Location	Project Name	Timeframe ¹	Lead	Other Partners
Harlem Valley	HV-8	T/Pawling	Town of Pawling Route 22 Sidewalks	Medium	T/Pawling, NYSDOT	
Harlem Valley	HV-10	T/Pawling	West Dover Road (CR 20) Shoulders and Signage	Medium	Dutchess County	
Harlem Valley	HV-14	T/Pawling	Holmes Hamlet Sidewalks & Shoulder Improvements	Long	T/Pawling, Dutchess County, NYSDOT	
Harlem Valley	HV-5	T/North East; T/Amenia; T/Dover; T/Pawling; V/Millerton; V/Pawling	Route 22 Shoulder Improvements	Short	NYSDOT	
Harlem Valley	HV-7	T/Pawling; V/Pawling	Pawling Middle School/High School Sidewalk Connections	Medium	T/Pawling, V/Pawling, Pawling Central School District, Trinity-Pawling School, NYSDOT	
Harlem Valley	HV-9	T/North East; T/Amenia; T/Dover; T/Pawling	Route 22 Hamlet Speed Evaluation	Medium	Towns, Dutchess County, NYSDOT	
Lower Taconic	LT-10	T/East Fishkill, T/Beekman; T/Pawling	Dutchess Rail Trail - Putnam Trailway Connection	Long	Towns, Dutchess County	MTA
Harlem Valley	HV-15	T/Pawling; V/Pawling	Dutcher Avenue (CR 69) Shared-Use Path	Long	T/Pawling, V/Pawling, Dutchess County	Oblong Land Conservancy
Harlem Valley	HV-16	T/Amenia; T/Dover; T/Pawling	Putnam Trailway - Harlem Valley Rail Trail Connection	Long	T/Pawling, Dutchess County, NYSDOT	Putnam County, HVRTA

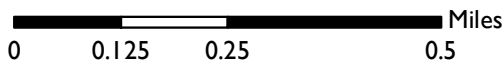
*For project descriptions, see [Walk Bike Dutchess, Chapter 5.5](#)

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



VILLAGE OF PAWLING MULTI-LOCATION PROJECTS ● HV-4



Recommendation (Sites)

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

Recommendation (Linear)

- Short-Term

Schools

- ▤ Elementary/Middle
- ▤ Middle/High

Parks

- ▬
- ▤

Local Roads

-
-

Rail Station



**Walk Bike Dutchess 2014
Project Recommendations by Municipality:
VILLAGE OF PAWLING**



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[Walk Bike Dutchess](#) Project Recommendations: Village of Pawling*

Planning Area	Project Code	Location	Project Name	Timeframe ¹	Lead	Other Partners
Harlem Valley	HV-4	V/Pawling	Village of Pawling Sidewalk Study	Short	V/Pawling	
Harlem Valley	HV-5	T/North East; T/Amenia; T/Dover; T/Pawling; V/Millerton; V/Pawling	Route 22 Shoulder Improvements	Short	NYS DOT	
Harlem Valley	HV-7	T/Pawling; V/Pawling	Pawling Middle School/High School Sidewalk Connections	Medium	T/Pawling, V/Pawling, Pawling Central School District, Trinity-Pawling School, NYS DOT	
Harlem Valley	HV-15	T/Pawling; V/Pawling	Dutcher Avenue (CR 69) Shared-Use Path	Long	T/Pawling, V/Pawling, Dutchess County	Oblong Land Conservancy

*For project descriptions, see [Walk Bike Dutchess, Chapter 5.5](#)

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