

Hudson Highlands Fjord Trail

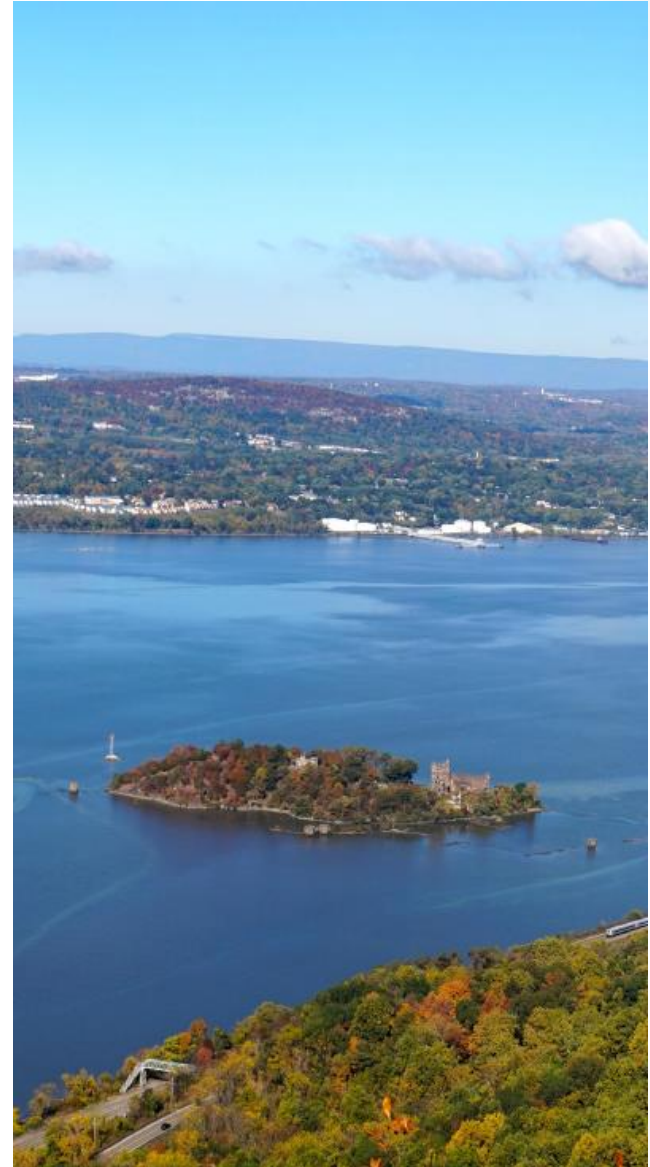
Draft Master Plan



April 29, 2015

Agenda

- **Route Overview**
 - Proposed Segment
 - Results of Community Survey on that Segment
- **Next Steps**
 - Municipal Endorsement
 - Environmental Review
 - Implementation Projects



Hudson Highlands Fjord Trail

Project Partners



Little Stony Point
Citizens Association



Town of Philipstown Greenway Committee



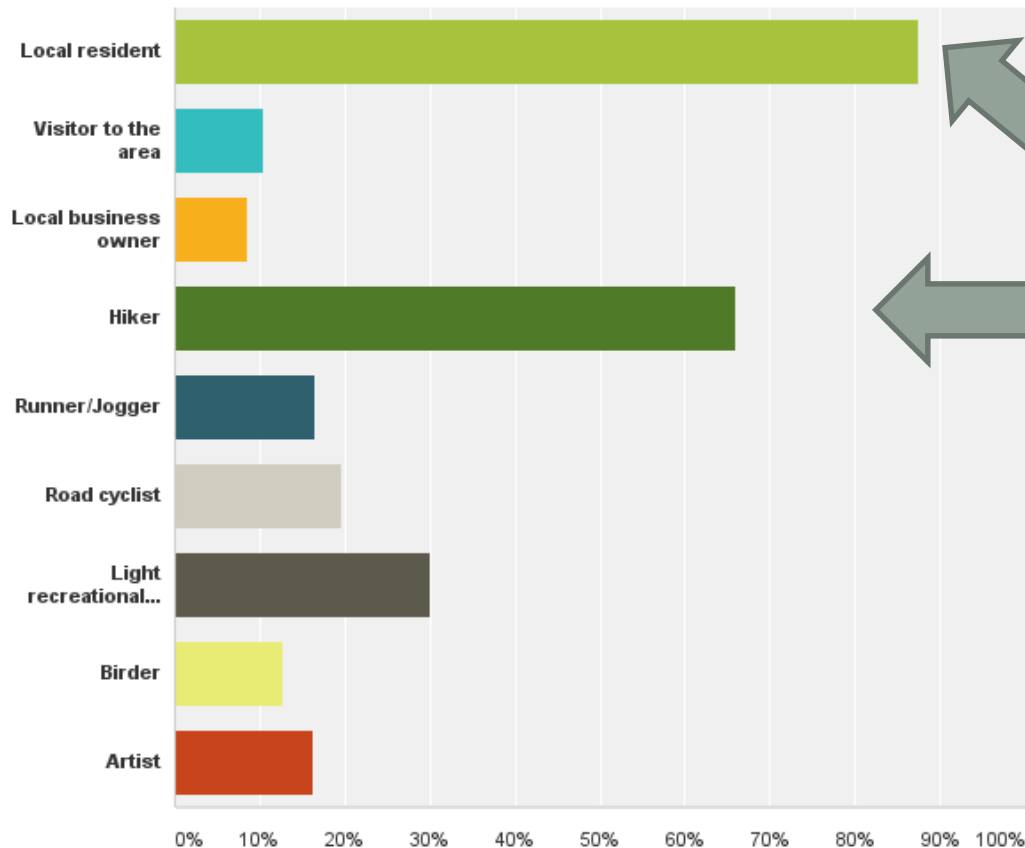
Hudson Highlands Fjord Trail Draft Master Plan

COMMUNITY SURVEY

Who took the survey?

Q2 How would you describe yourself? (Check all that apply)

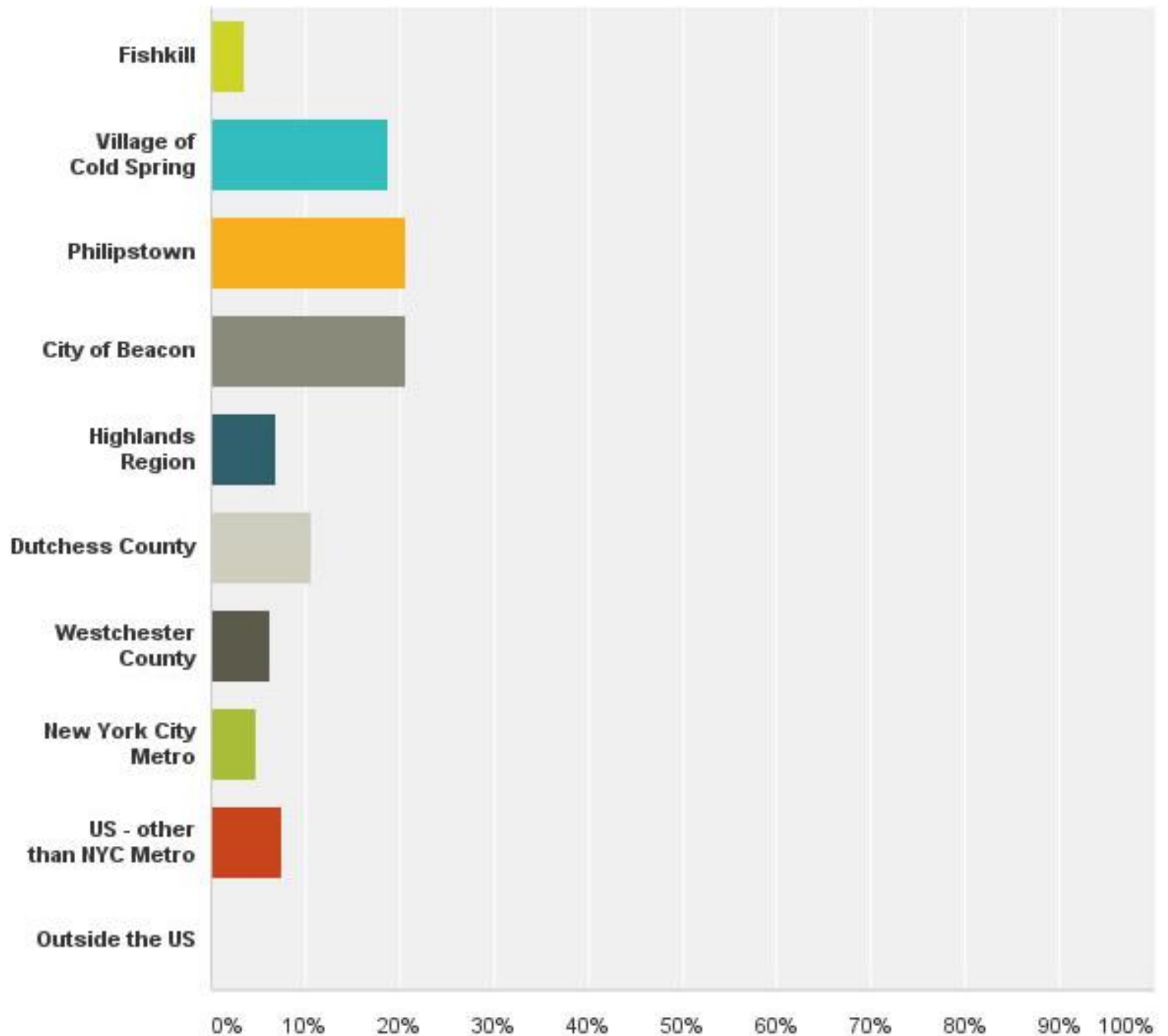
Answered: 449 Skipped: 15



**Total
Responses:
464**

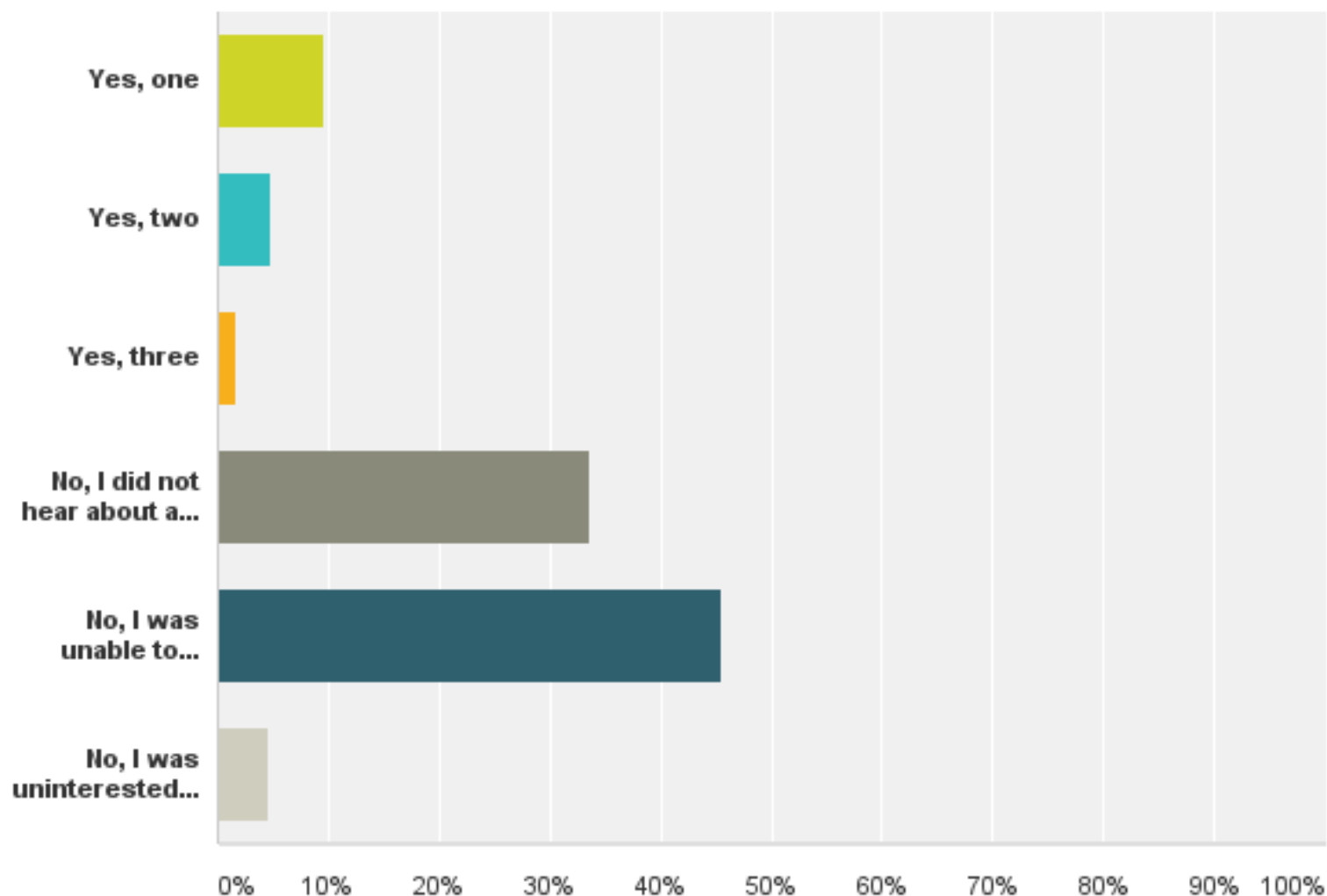
**Mostly locals
Who like to hike!**

Q:
Where
do you
live?



Q8 Did you attend the public meetings regarding the trail?

Answered: 452 Skipped: 12

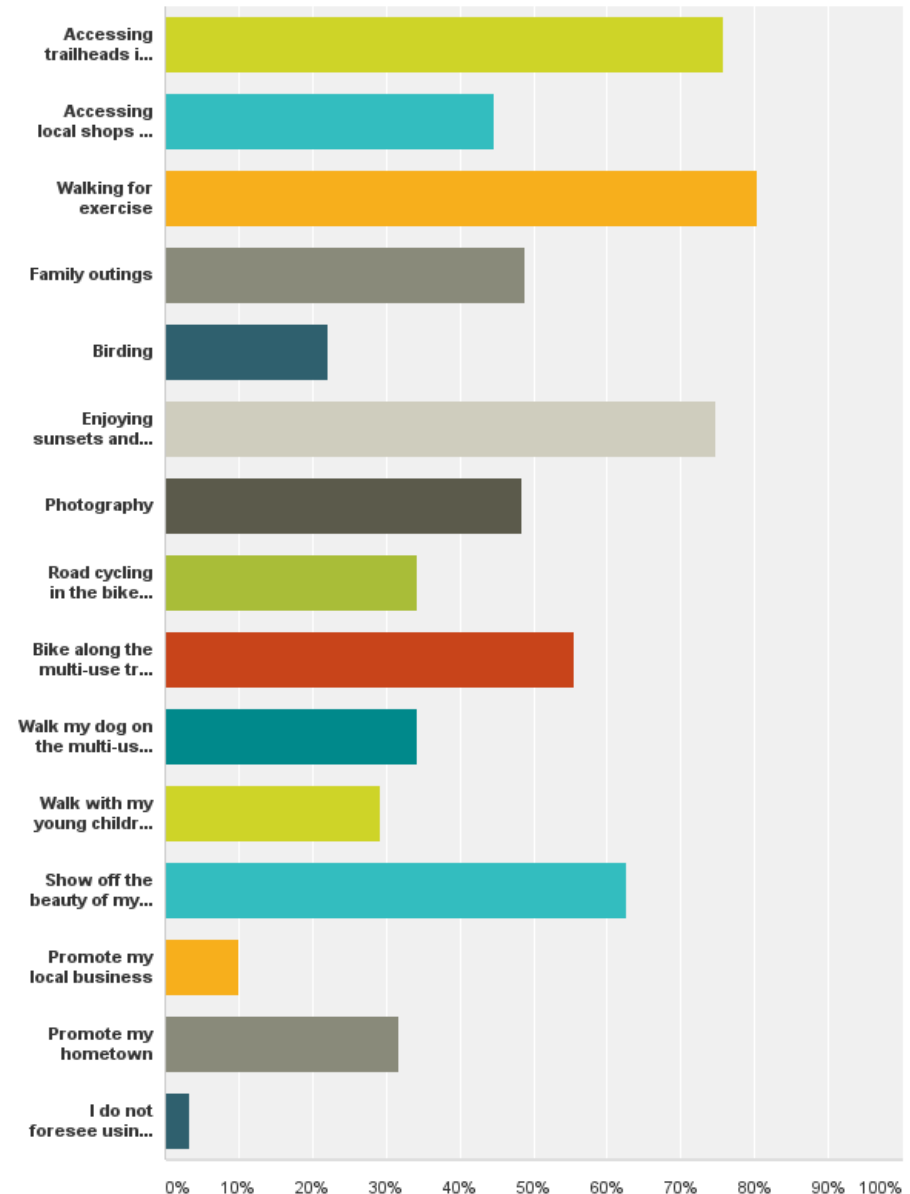


Q9 How would you use the Hudson Highlands Fjord Trail? Check all that apply.

Answered: 452 Skipped: 12

Top 5

1. Biking
2. Walking
3. Accessing trailheads
4. Experiencing beauty along water and sunsets
5. Sharing the beauty of my hometown with friends and family





Preferred Trail Alignment

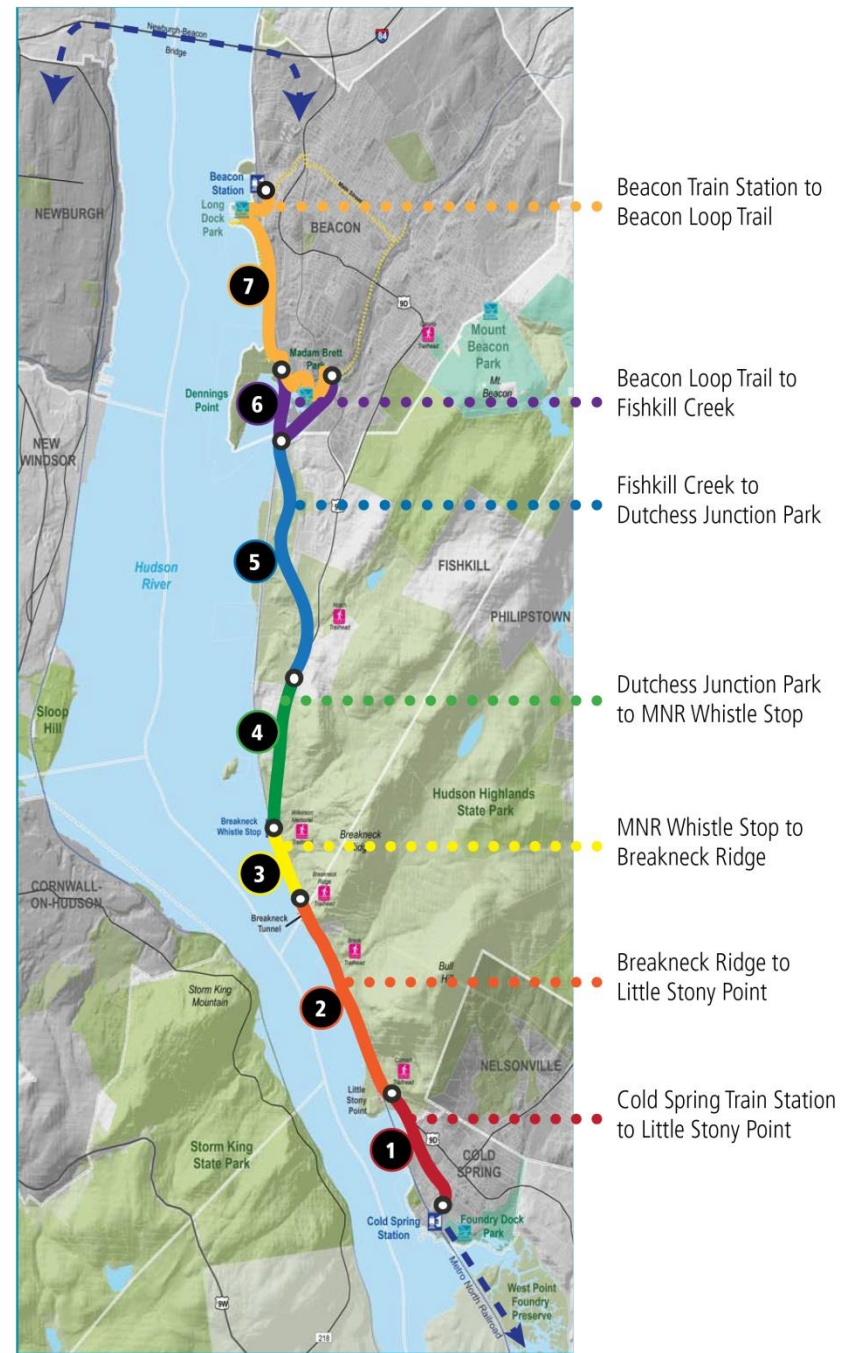
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PREFERRED ROUTE

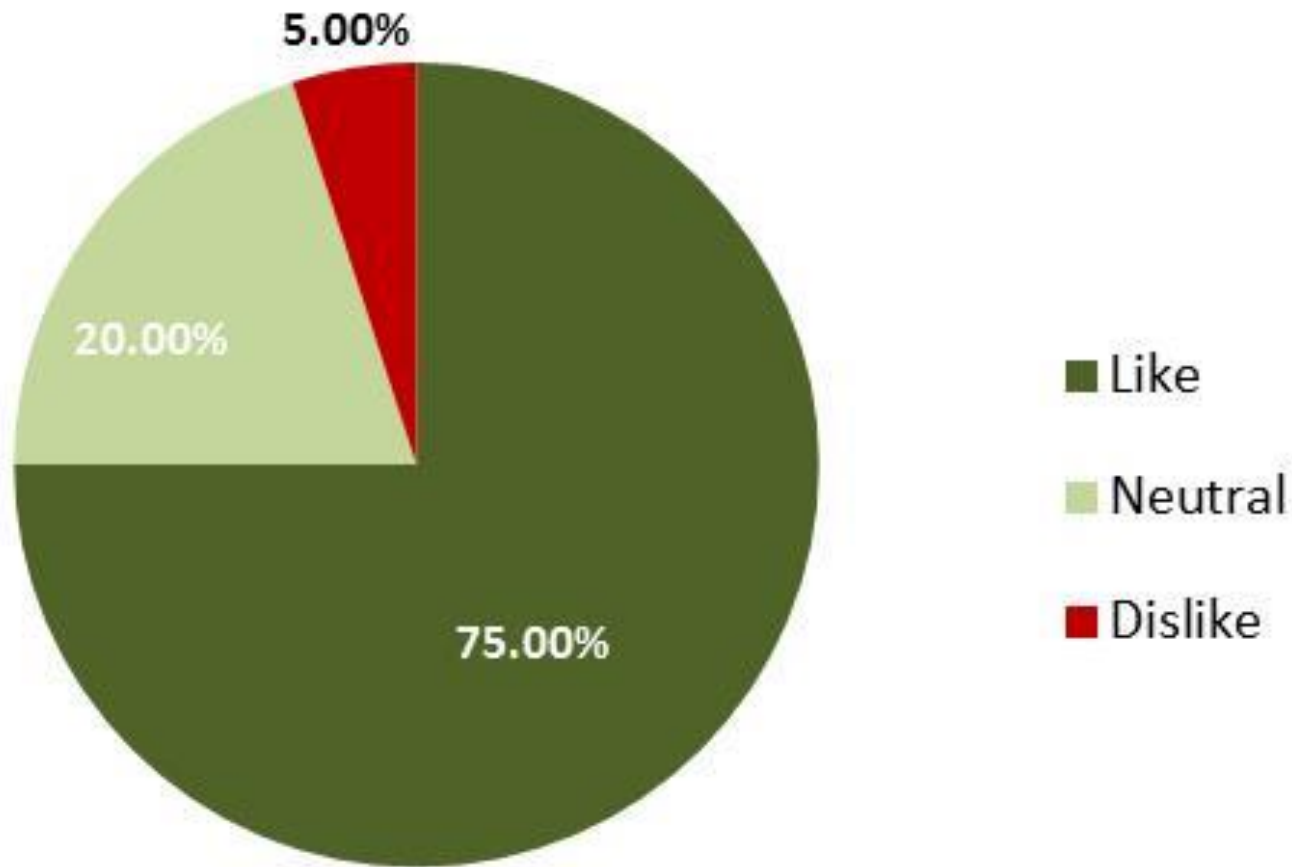
Preferred Trail Alignment

Seven Segments

1. Cold Spring Station to Little Stony Point
2. Little Stony Point to Breakneck Ridge
3. Breakneck Ridge to MNR Whistle Stop
4. Whistle Stop to Dutchess Junction Park
5. Dutchess Junction Park to Fishkill Creek
6. Crossing Fishkill Creek
7. Fishkill Creek to Beacon Station



Do You Like Chocolate?



Segment 1: Cold Spring Station to Little Stony Point

- What would it look like?
 - Continuous sidewalks from the Cold Spring Station, down Fair Street to the mouth of 9D where the trail would then go “off roading” onto trail into Little Stony Point.

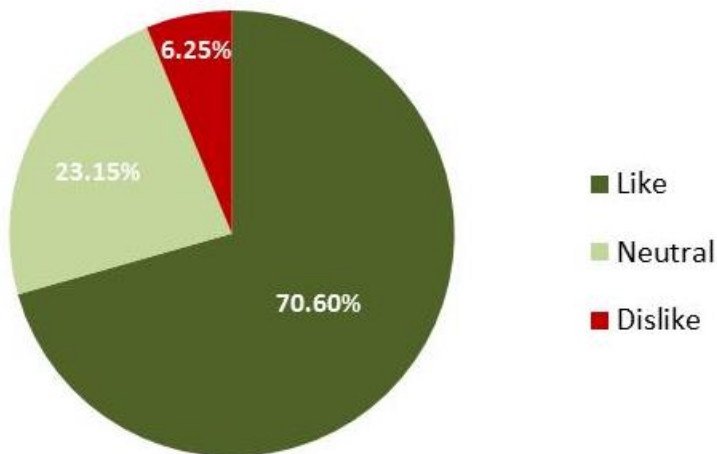


9D - Fair Street Intersection



Segment 1: Cold Spring Station to Little Stony Point

How do you feel about the preferred route?



Why I Like It

- Makes sense for safety, especially kids.
- Like sidewalks in the village but then a more natural surface trail once gets nearer Little Stony Point.

Comments

Things to Consider

- Strong connection to Main Street businesses via the wayfinding.
- Link in Dockside
- Mayor's Park on game day – traffic conflict management

Concerns

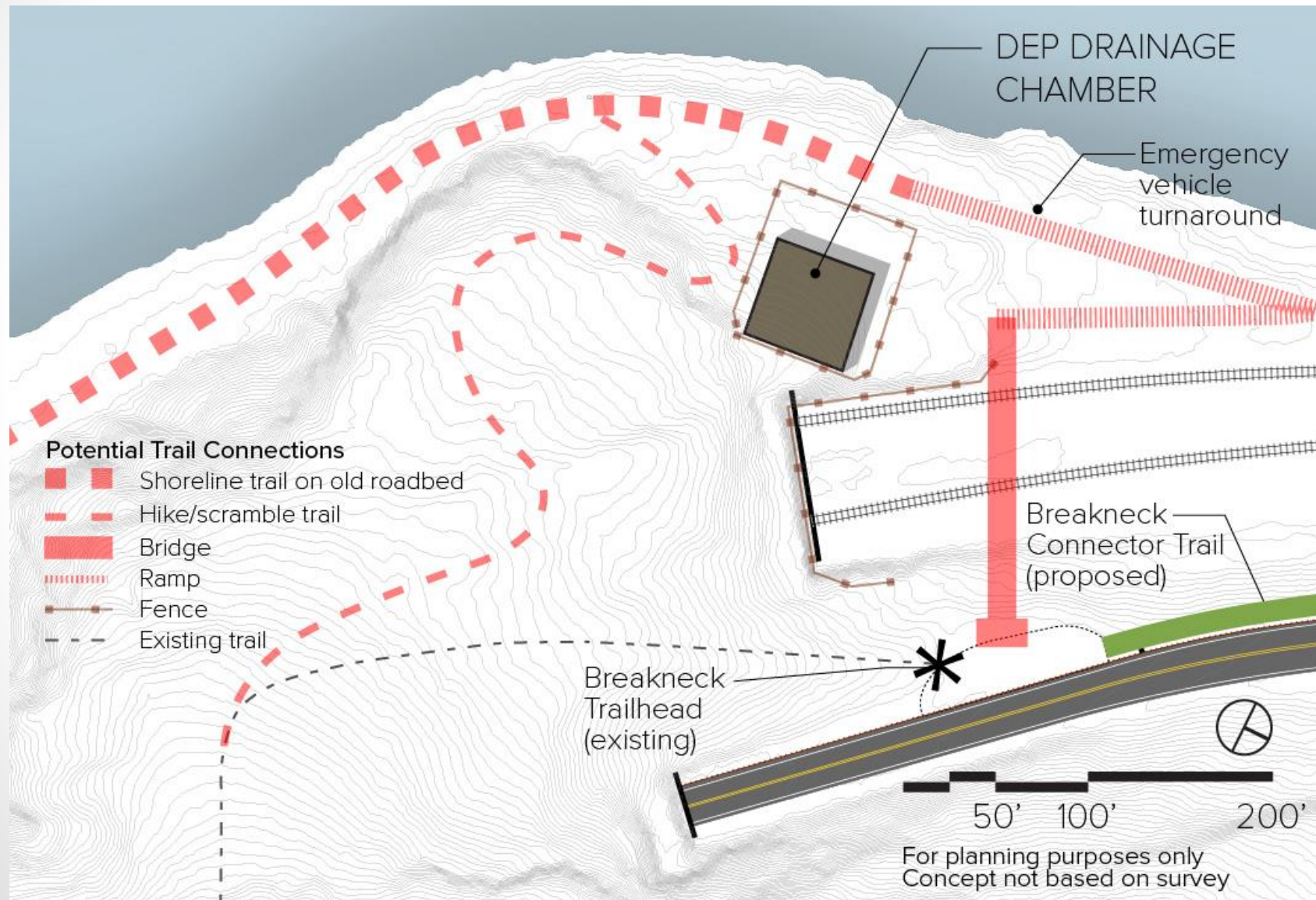
- Keep impervious surface to minimum

Segment 2: Little Stony Point to Breakneck Ridge

- What would it look like?
 - Shoreline trail starting in Little Stony Point, traversing the shore on the west side of the rail tracks, including a boardwalk section closer to Breakneck to land on the point where there is an old road bed.

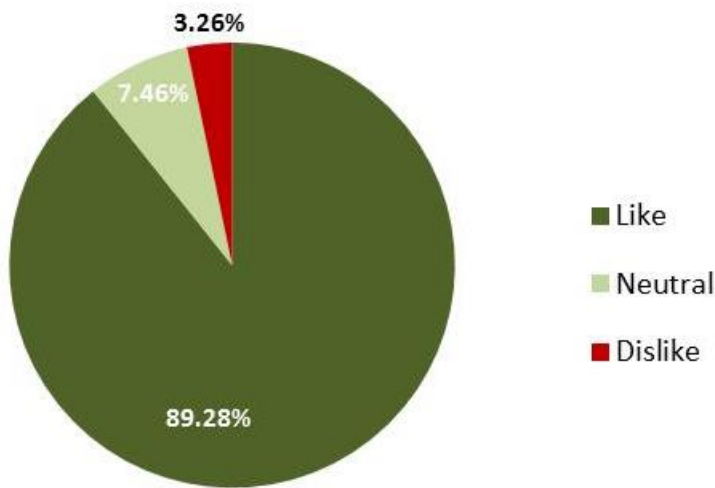


Getting Around Breakneck



Segment 2: Little Stony Point to Breakneck Ridge

How do you feel about the preferred route?



Why I Like It

- Close to water, great views.
- Separation from 9D traffic.

Comments

Things to Consider

- How will people cross to other trailheads along 9D from shoreline trail?
- How does Cornish Estate/Trail link into this trail?
- Trail needs to be distinct – not an urban boardwalk.
- Keeping long-term potential for visitor center at The Chalet – would need to plan for way to access trail from there.

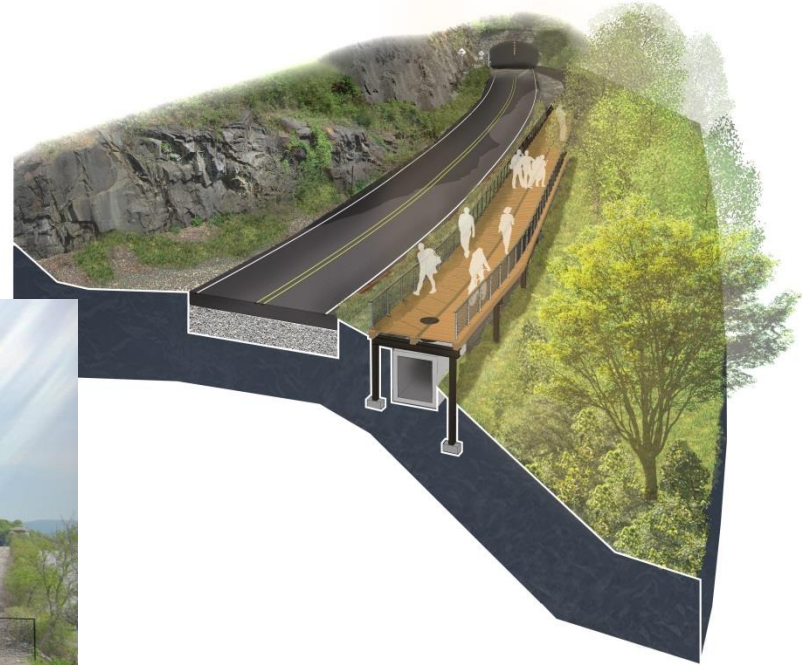
Concerns

- Protecting Little Stony Point as important local asset/special place.
- Short-term construction impacts and long-term maintenance.
- Emergency access points between LSP and Breakneck.
- Overall cost of this proposal.
- Need to mitigate and minimize environmental impacts.

Segment 3: Breakneck Ridge to MNR Whistle Stop

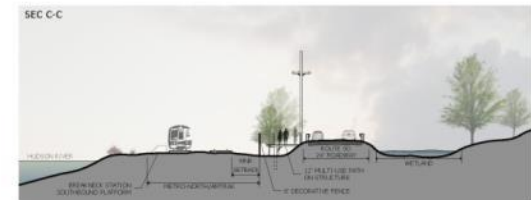
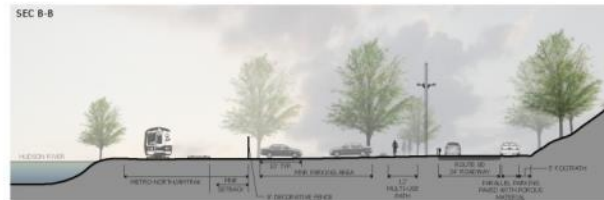
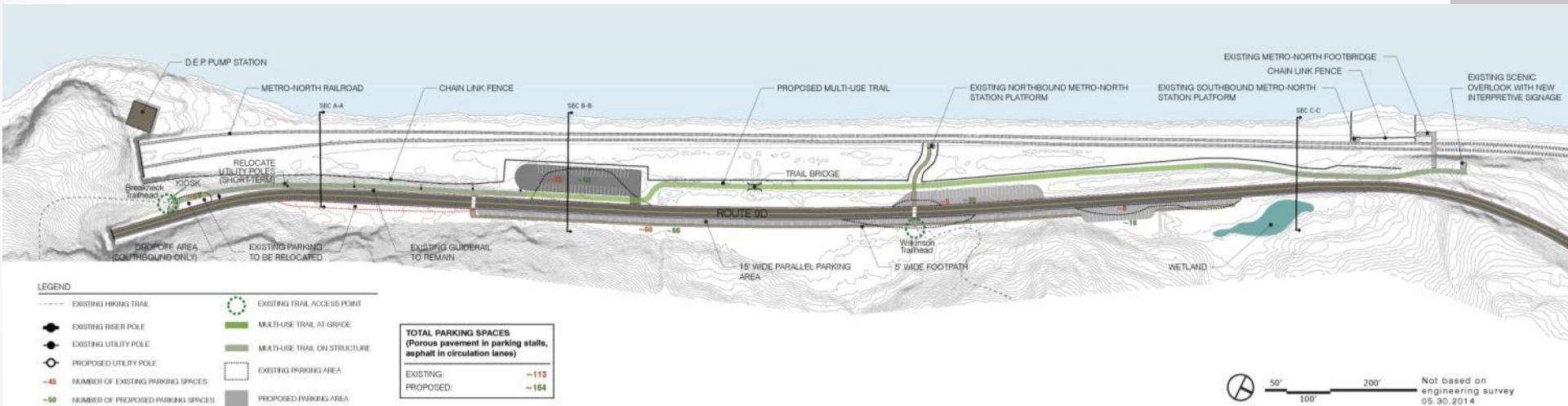
- What would it look like?
 - Trail between 9D and railroad tracks to bring hikers arriving by train, as well as those parking in Breakneck lot, safely to the Breakneck Ridge Trailhead.

View looking south from Breakneck Lot



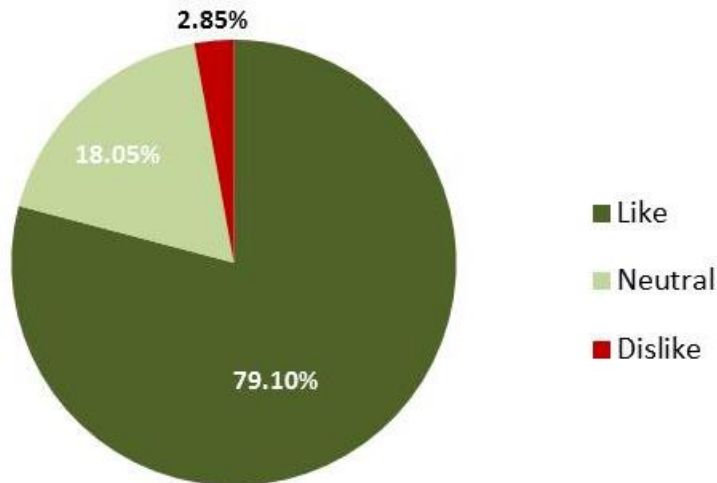
View south from MNR pedestrian bridge to Breakneck lot.

“Breakneck Connector”



Segment 3: Breakneck Ridge to MNR Whistle Stop

How do you feel about the preferred route?



Why I Like It

- Addresses critical safety needs here!

Comments

Things to Consider

- Incorporate native trees for shade

Concerns

- Design needs to fit into surroundings and not be overly constructed.

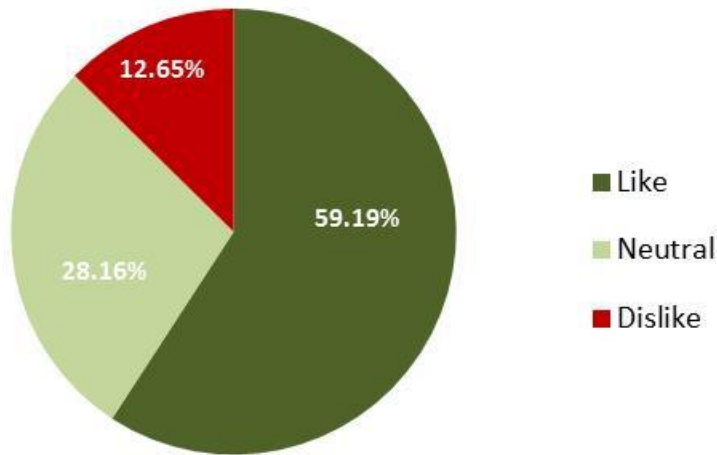
Segment 4: MNR Whistle Stop to Dutchess Junction Park

- What would it look like?
 - Separate bike and multi-use path on north-western edge of 9D past public property and then a path through the woods into Dutchess Junction Park with bike lanes continuing up 9D.



Segment 4: MNR Whistle Stop to Dutchess Junction Park

How do you feel about the preferred route?



Why I Like It

- Least favorite, purely functional.

Comments

Things to Consider

- Connection to Mount Beacon?
- Would prefer to not be on the road – why not through the woods? Adds habitat variety, views of Bannerman's, is more peaceful and scenic - is that possible?

Concerns

- Unpleasant to be so close to fast-moving cars.



Segment 5: Dutchess Junction Park to Fishkill Creek

- What would it look like?
 - Trail through the woods, using old carriage roads in portions.



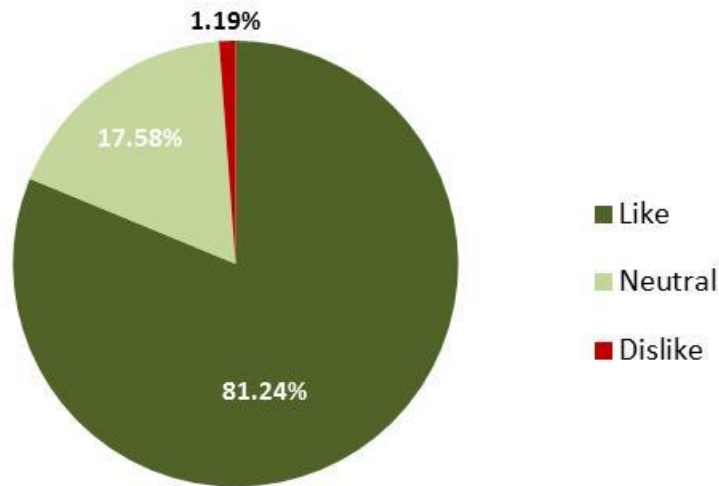


Route 9D

Dutchess Junction
Park

Segment 5: Dutchess Junction Park to Fishkill Creek

**How do you feel about the
preferred route?**



Why I Like It

- Nice to have this connection through the woods, peaceful.

Comments

Things to Consider

- Connection to Mount Beacon?

Concerns

- Need to think through emergency vehicle access to this area.
- Include safety phones and alternate exit routes (female runner)

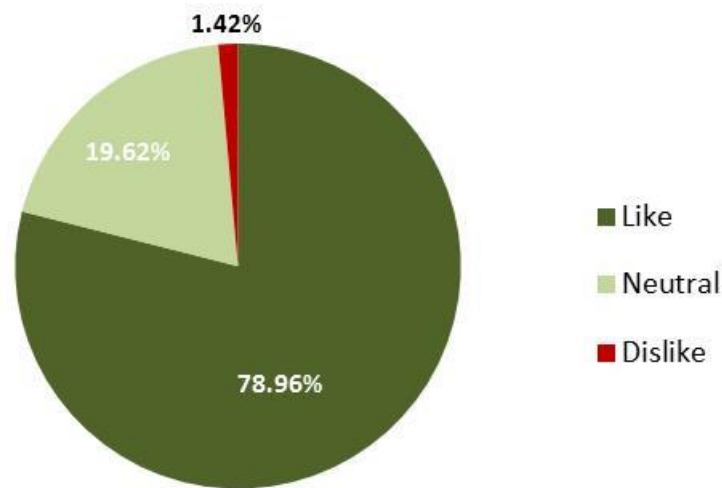
Segment 6: Crossing Fishkill Creek



- What would it look like?
 - Trail over MNR causeway on current maintenance bed
 - Additional, secondary trail crossing further upstream

Segment 6: Crossing Fishkill Creek

How do you feel about the preferred route?



Why I Like It

- It will be great to be that close to the water.

Comments

Things to Consider

- Long-term MNR plans with causeway point to wisdom of keeping both options open.
- Need to be sensitive to Eagle habitat, especially in winter

Concerns

- Causeway is nice (minus proximity to trains)

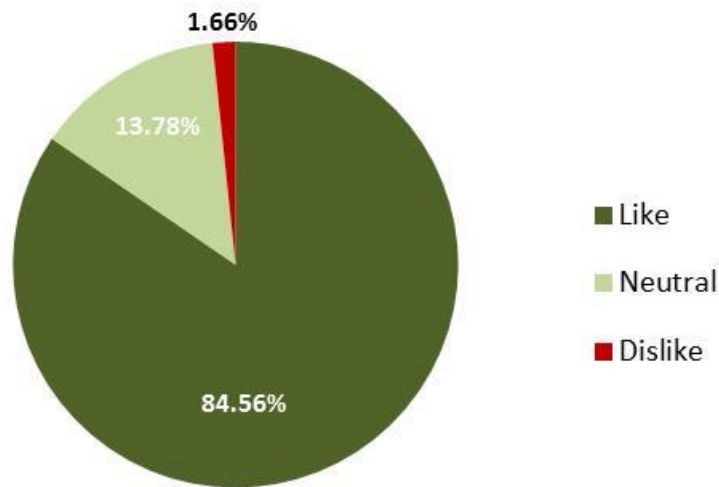
Segment 7: Fishkill Creek to Beacon Station

- What would it look like?
 - Uses existing trails from Madam Brett Park to Long Dock Park and train station.



Segment 7: Fishkill Creek to Beacon Station

How do you feel about the preferred route?



Things to Consider

- Ensure a clear link to downtown through signage and linking to the Beacon Loop Trail.



Hudson Highlands Fjord Trail

ROUTE 9D IMPROVEMENTS

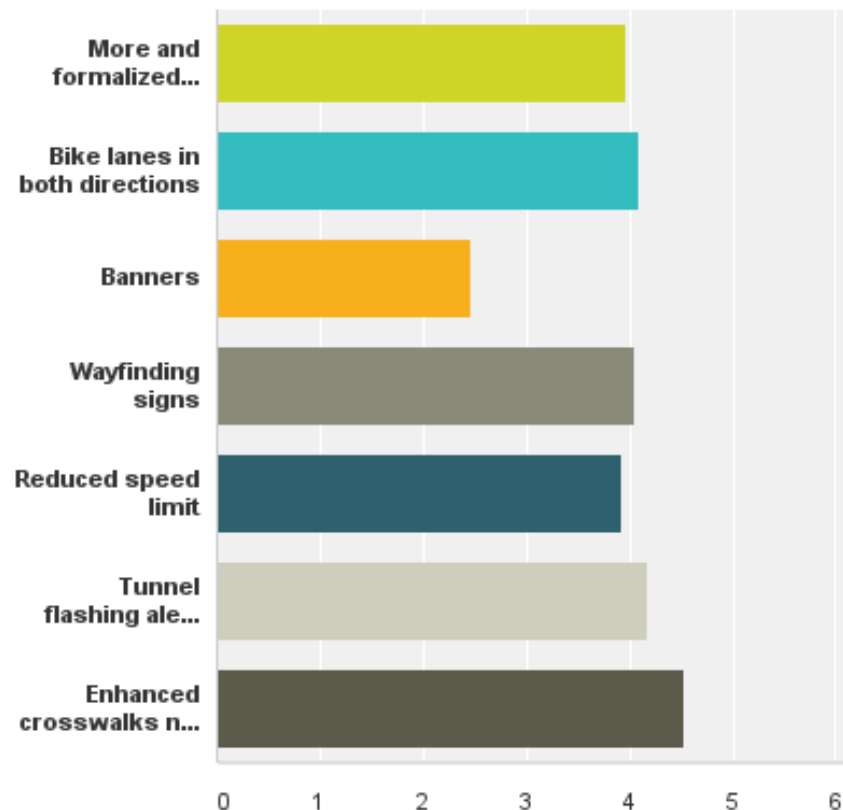
Corridor Improvements

- **Goal:** Make parking, pedestrian, bike and car movement “work” together in a way that makes safer for all

Answered: 422 Skipped: 42

- **How? A package deal**

- More and formalized parking
- Painted shoulders
- Signs
- Narrowed travel lanes
- Reduced speed limit
- Guard rails
- Flashing light in tunnel
- Enhanced Crosswalks

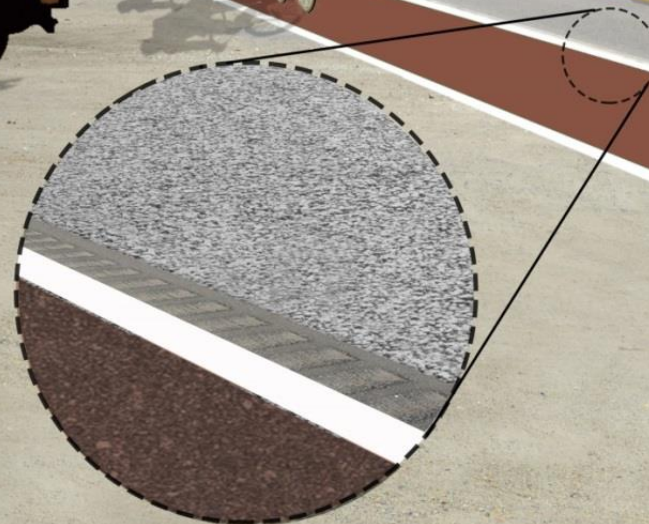


HUDSON
HIGHLANDS
STATE PARK

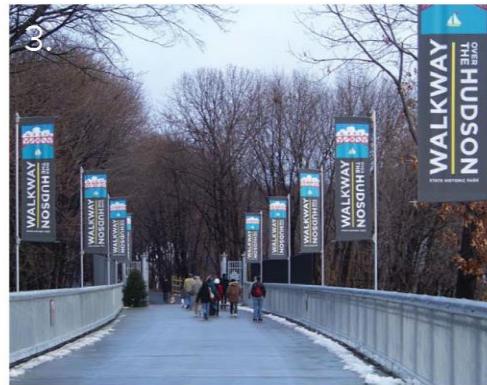
Hudson fjord
Breakneck Ridge
Day use area

◀ Little
Stony
Point

◀ Hudson
fjord
Shoreline
Trail



Examples from Elsewhere



Example corridor treatments (with non-standard items requiring third-party maintenance noted):

1. Timber guiderail (non-standard DOT item)
2. Gateway signage and timber guiderail
3. Banners on Walkway over the Hudson
4. Plowable reflector (non-standard DOT item)
5. Pedestrian actuated crossing with choker to shorten crossing distance
6. Colored shoulder bicycle lane
7. Colored shoulder bicycle lane

Q20: OTHER 9D IMPROVEMENTS

- **Parking**

- Plan parking areas in (on outskirts of) village now

- **Amenities**

- Lookout points along Hudson
 - Bathrooms
 - Water fountains
 - Trash bins/recycle bins

- **Visual**

- Eliminate utility poles
 - Vista clearing along tracks
 - Use nativescaping and deal with invasives

- **Safety**

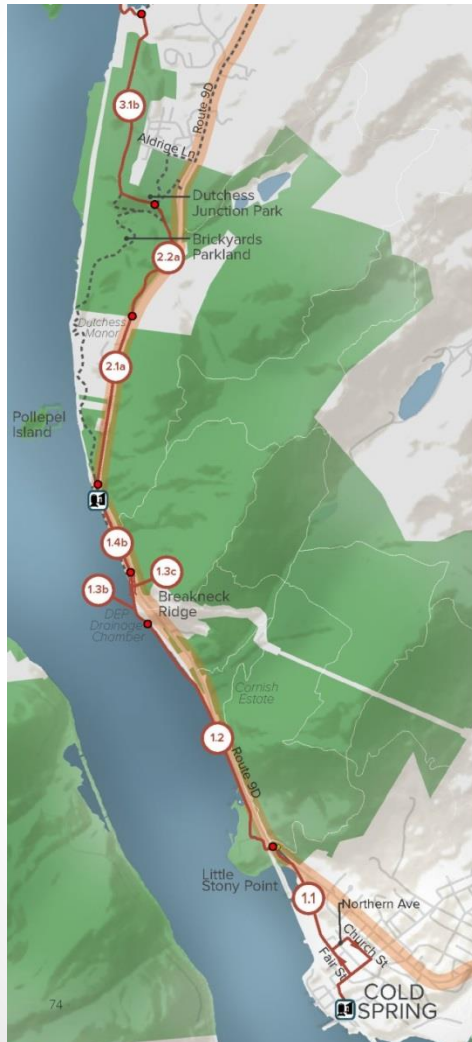
- De-icing in tunnel
 - Rumble strips before crosswalks
 - Speed enforcement
 - Call help stations
 - Lighting
 - Pavement management
 - Pedestrian orange flags to help crossing
 - Dealing with rocks falling off above tunnel
 - Make road a no-passing road



Hudson Highlands Fjord Trail

NEXT STEPS

In the Draft Plan Document



Implementation Overview

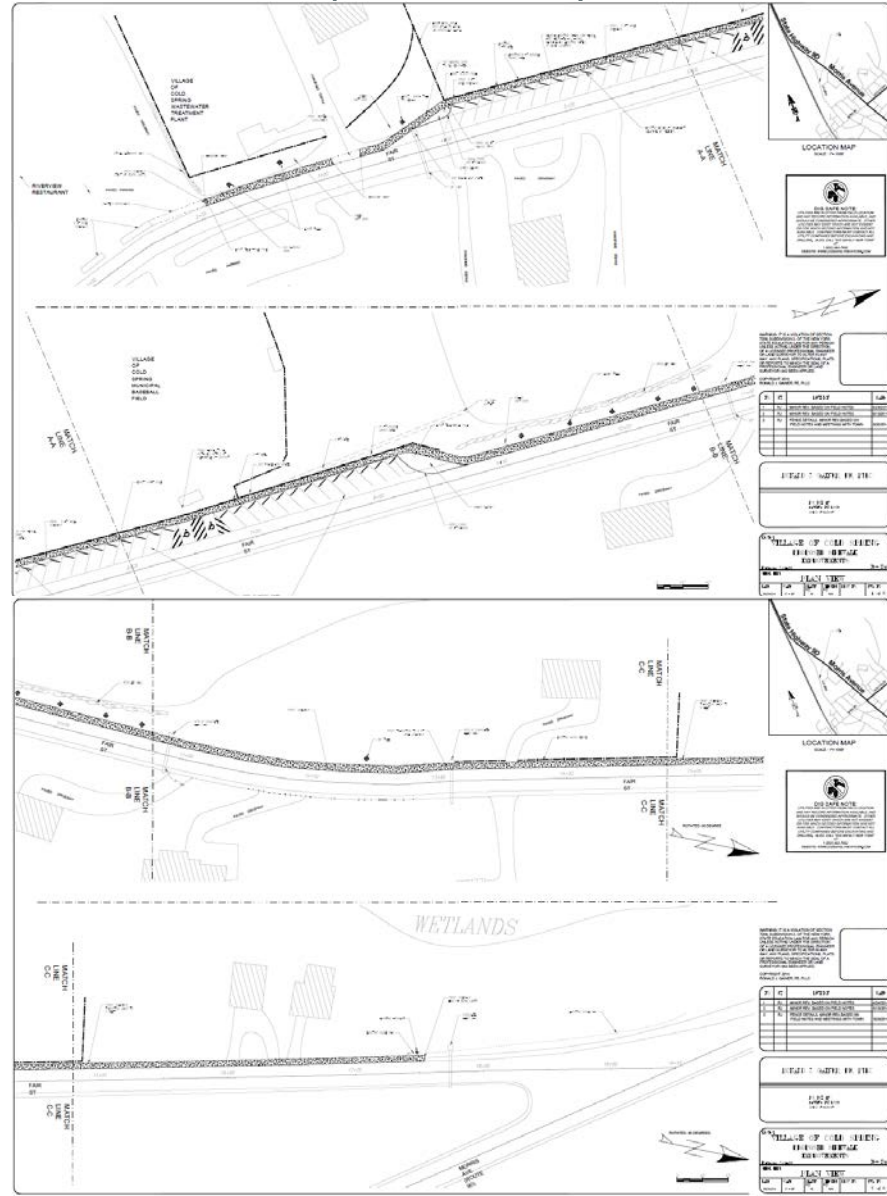
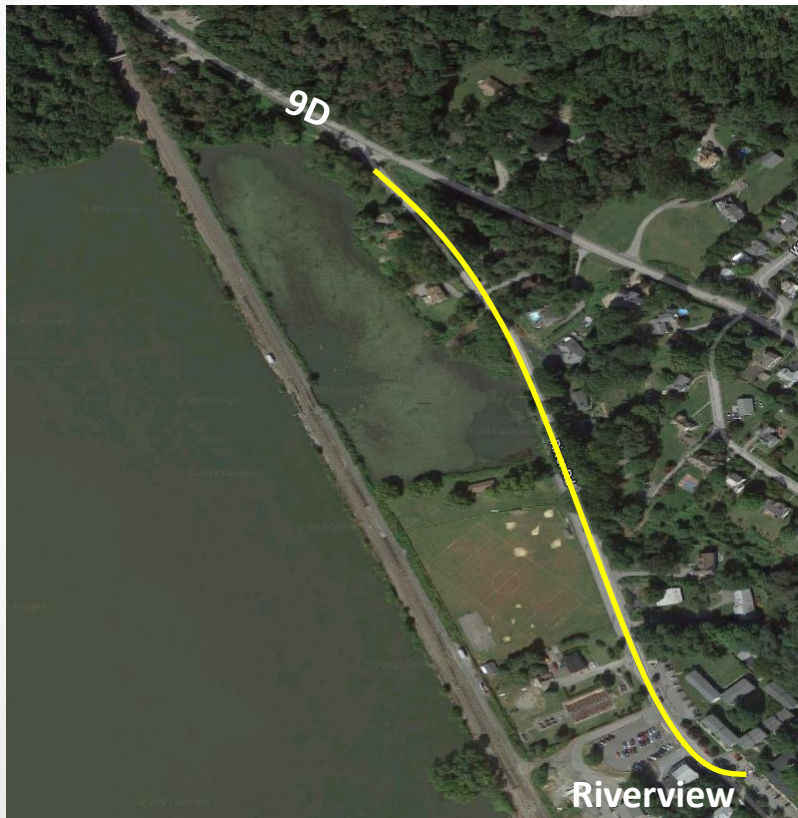
Route Segment	Route Begins	Route Ends	Overview	Distance (linear ft)	Estimated Cost	Involved Agencies	Regulatory Requirements
1 Cold Spring Station to Breakneck Station							
1.1 Cold Spring Station to Little Stony Point							
Train Station area and Main Street	Cold Spring train station at western terminus of Main Street	Fair Street and Route 9D	Shared lane markings, sidewalks, signage	1,470 ft	\$5,000	MNR, Village of Cold Spring	SEQR, SHPO
Fair/Garden Streets to Route 9D/Little Stony Point	Main Street and Garden Street	Intersection of Fair Street and Route 9D	Shared lane markings, sidewalks, signage	3,387 ft	\$35,000	Village of Cold Spring, Town of Philipstown, DOT	SEQR
Little Stony Point trail	Northwest corner of Fair Street and Route 9D	Pedestrian bridge to Little Stony Point	Multi-use path at grade	642 ft	\$120,000	OPRHP (SHPO)	SEQR, SHPO
1.2 Little Stony Point to Breakneck Ridge							
Shoreline between Little Stony Point and Breakneck Ridge	Little Stony Point pedestrian bridge	Breakneck Ridge headlands	Multi-use path along river's edge including at-grade asphalt path and structures over water	6,600 ft	TBD	MNR, DEC, DOS, ACOE	SEQR, DEC, SHPO, ACOE, DOS, USFWS, NMFS
1.3 Through/Around Breakneck Tunnel/Headlands							
A Breakneck Tunnel	South entrance to Breakneck Tunnel	North entrance to Breakneck Tunnel	Multi-use side path through tunnel with narrowed driving lanes	590 ft	\$200,000	DOT	SEQR, SHPO
B Breakneck Headlands/Shoreline	Beginning of old road bed south of Breakneck Point	North side of Breakneck Ridge headlands	Multi-use path at grade; scramble and/or stair connection to Breakneck Ridge trail	950 ft	\$175,000	MNR, DEC, DOS, ACOE, DEP	
C Bike-Ped bridge over railroad tracks	North side of Breakneck Ridge headlands	Breakneck Ridge trailhead	ADA compliant crossing over the railroad tracks	150 ft	\$600,000	MNR, DOT, DEP	SEQR, SHPO
1.4 Breakneck Connector: Breakneck Tunnel/Headlands to Breakneck Ridge Station pedestrian bridge							
A Shoreline north of Breakneck Ridge	North side of Breakneck Ridge headlands	Breakneck Ridge Station pedestrian bridge	Multi-use trail mostly at grade with some living shoreline segments	2,750 ft	TBD	MNR, DEC, DOS, ACOE	SEQR, DEC, SHPO, ACOE, DOS, USFWS, NMFS
B Along Route 9D (separated)	North entrance to Breakneck Tunnel	Breakneck Ridge Station pedestrian bridge	Multi-use trail partly on structure and partly at grade (2014 CFA Application)	3,113 ft	\$3.7M	MNR, DOT, DEC (wetlands)	SEQR, DEC, SHPO, ACOE, DOS, USFWS, NMFS

LEGEND

--- Routes considered	Traffic calming: widened shoulders (4-5'), coordinated banners/gateway/wayfinding signage
— Preferred route	
● End of route segment	

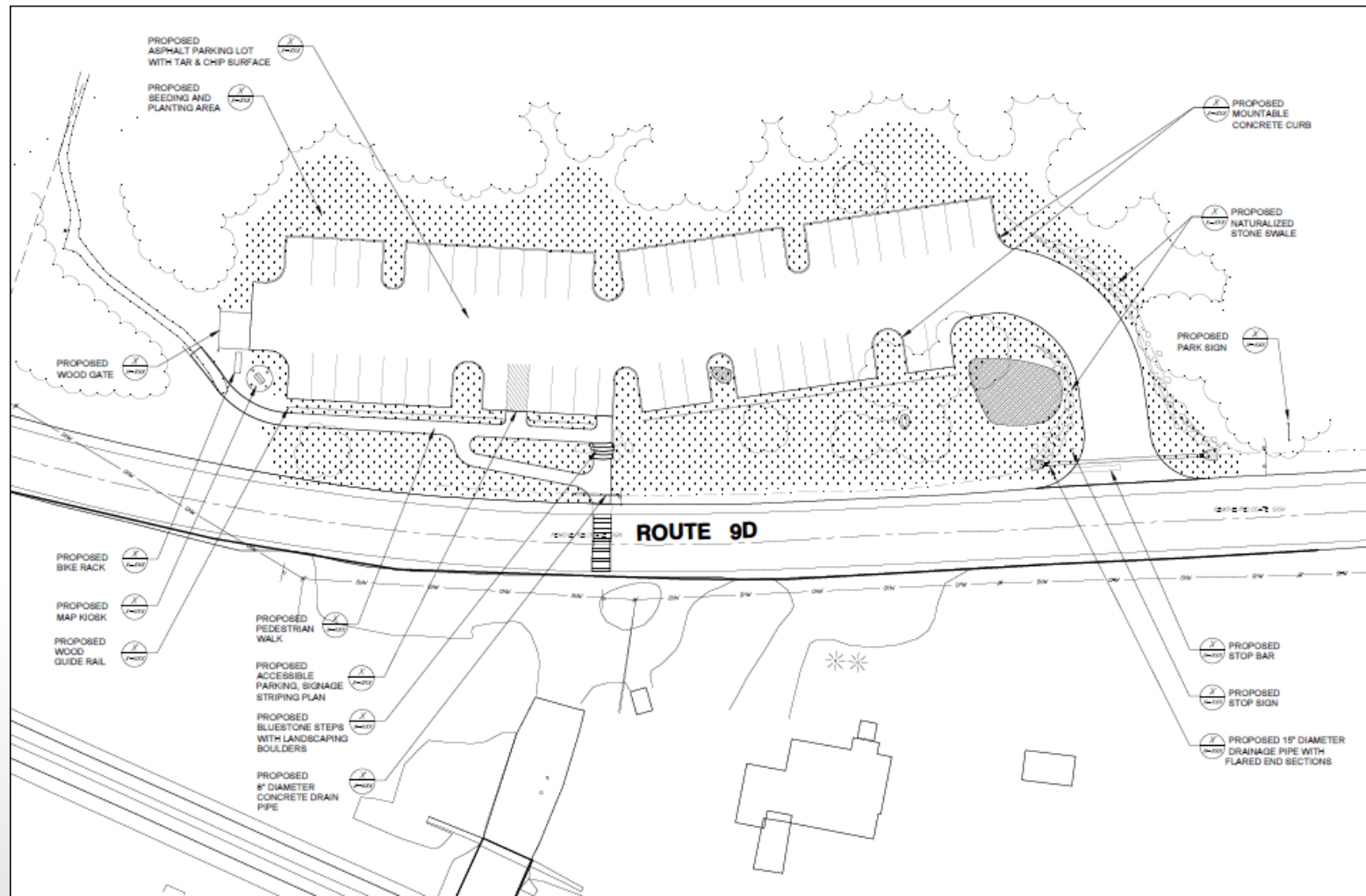
On the Ground Now (2015)

Fair Street Sidewalks



On the Ground Now (2015)

Washburn Lot



On the Ground Now (2015)

Wayfinding and Branding

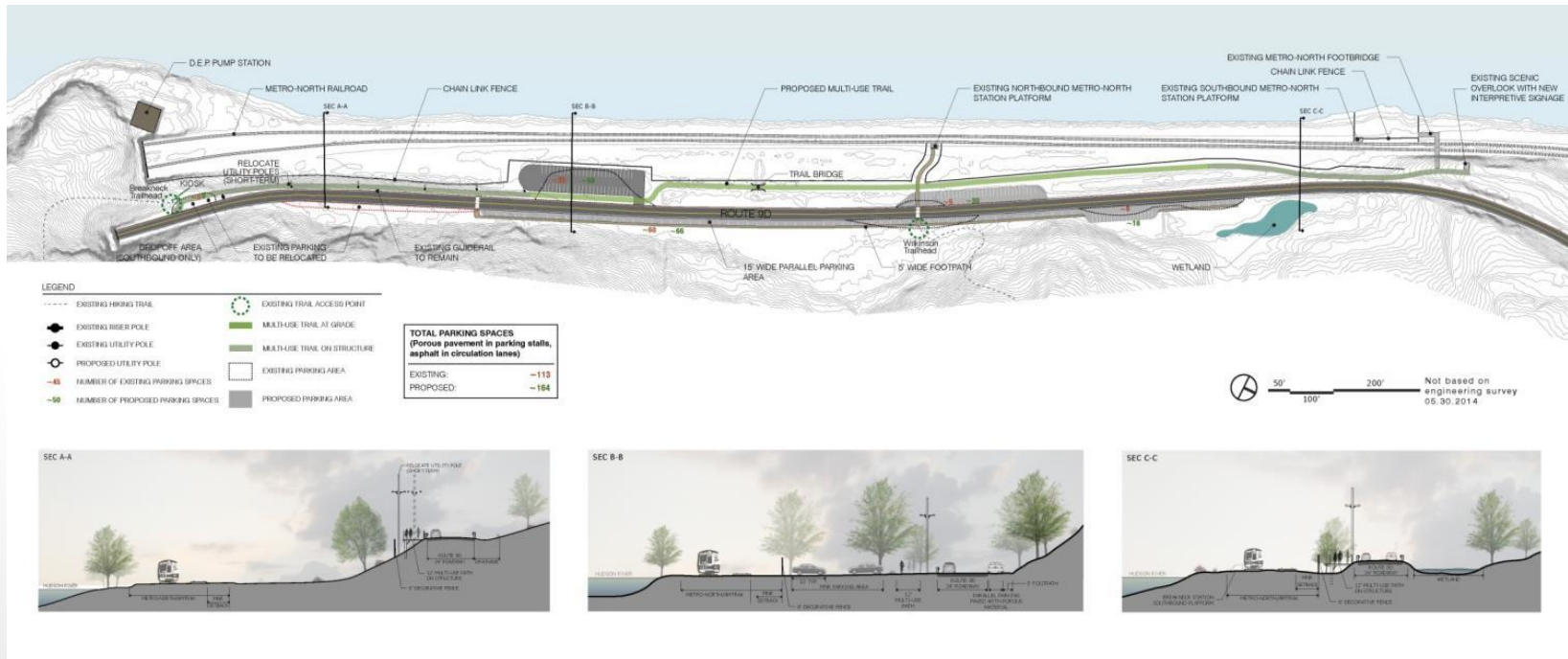


Next in Line (2015-2016)

- **Environmental Review of the Draft Master Plan**
 - Preparation of an Environmental Impact Statement with OPRHP serving as Lead Agency under SEQR
 - Will look at environmental and community impacts and ways to minimize or mitigate them.
 - Work to date has gathered info on impacts, but not yet quantified or tried to “solve”.
 - This will be an open community process with public input – stay tuned!

Next in Line (2015-2016)

- **Shoreline Trail:** Engineering and Design (with detailed Environmental Assessment)
- **Breakneck Connector:** Engineering and Design



Further Out (2016-2018)

- Breakneck Connector **Construction**
 - Funding in hand



After that?



Depends on funding, but we'll keep working at it!