

Preferred Trail Alignment

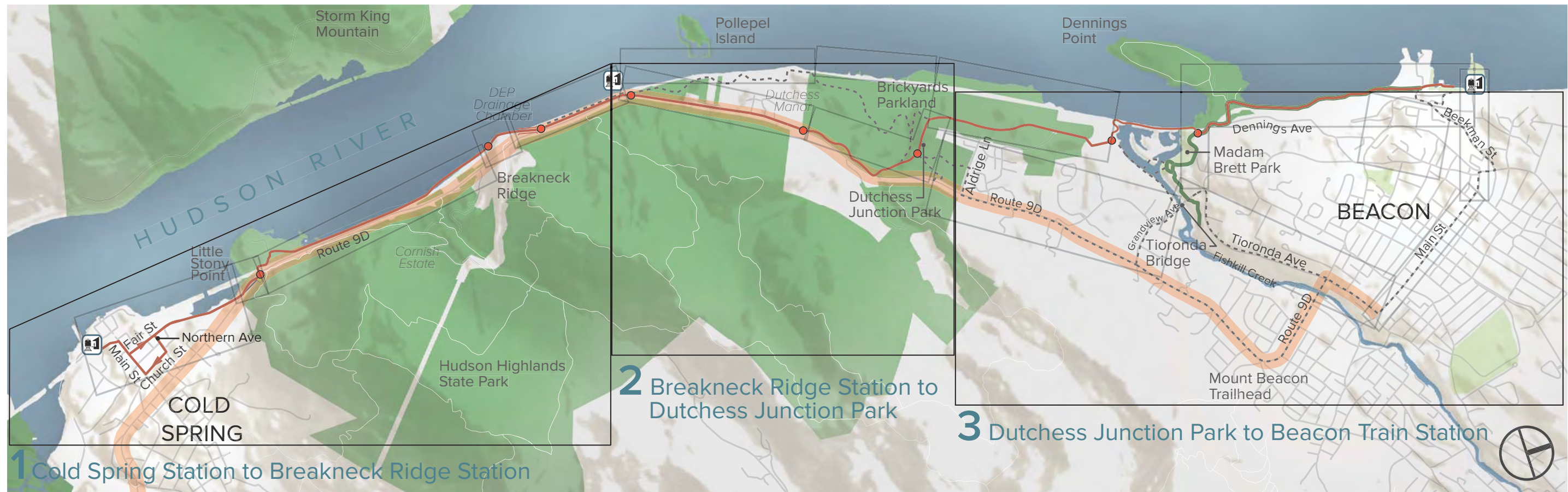


Preferred Trail Alignment

The Hudson Highlands Fjord Trail Master Plan sets forth actionable recommendations for a definitive route divided into discrete segments, which may be implemented over time or all at once. The Preferred Alignment consists of the most feasible route alternatives based on conceptual-level analyses, and achieves the goal of establishing a continuous off-road multi-use path connecting the Cold Spring train station to the Beacon train station.

In some locations the most desired alignment, from the ‘user’ viewpoint (close proximity to the river with great views), is either extremely costly, requires agreements with private property owners, presents safety and operational concerns to Metro-

North, requires agreements or is dependent on a lengthy permitting and regulatory process. The Preferred Alignment described on the following pages is believed to be the most feasible alternative for implementation within a 10-year period. Each “sub-area” in this chapter includes an evaluation criteria page that documents how the proposed alignment best satisfies project goals. These evaluations present trail alignment alternatives that were studied and explain how the Preferred Alignment was chosen. While preliminary discussions with property owners have occurred the preferred alignment will still be subject to final approvals and agreements with property owners, including Metro-North. The Preferred Alignment is presented in three main sections as show in the map below, with subareas.



Preferred Trail Alignment Map

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Cold Spring Station to Breakneck Ridge Station



1 Cold Spring Station to Breakneck Ridge Station

Existing Conditions

From Cold Spring to the Metro-North Footbridge, there are four distinct sub-areas:

1.1 Cold Spring Station to Little Stony Point: Consists of station connection path, Main Street and residential streets connecting to Route 9D.

Main Street (State Route 301) and Fair Street comprise two of Cold Spring's spines, intersecting near the railroad station. Main Street is a low-volume, traditional "main street" with shopping and services for residents and visitors. Fair Street intersects with Main Street two blocks from the western terminus of Main Street at the railroad underpass walkway. Fair Street is mostly residential, with a village park to the west along the middle portion. The northern portion runs along a river inlet, meeting Route 9D at a wide intersection.

1.2 Little Stony Point to Breakneck Ridge: Consists of the highly constrained lowland area along Route 9D, including parkland at the foot of Hudson Highlands, areas adjacent to Route 9D roadway and shoreline outside of railroad right-of-way.

At the southern end of this corridor, a newly installed crosswalk connects the Little Stony Point trailhead to the Washburn Parking Lot and trailhead, which will be expanded to hold up to 50 vehicles, approximately double the current capacity. This parking lot serves several trails accessible from the Washburn trailhead, as well as Little Stony Point. The Little Stony Point trailhead has typical trailhead parking, which accommodates approximately 6 vehicles.

1.3 Through/Around Breakneck Tunnel/Headlands: The alternative to routing the trail through the narrow tunnel is to take advantage of what is left of the original graded roadway that circumvented Breakneck Ridge before the tunnel was built.

1.4 Breakneck Connector: Breakneck Tunnel/Headlands to Breakneck Ridge Station Pedestrian Bridge: Once at the trailhead on the north side of Breakneck Ridge, the area between the railroad tracks and the road widens slightly, while the area between the railroad tracks and the river is more narrow and irregular than south of Breakneck Ridge. It is in this 0.6 mile area where thousands of visitors park on the roadside and walk to reach the Breakneck Ridge trailhead on peak weekends.



Map 1.0 - Preferred Route from Cold Spring Station to Breakneck Ridge Station

Legend

- Preferred Route
- Proposed Route 9D Corridor safety improvements
- Change in route segment
- State Parks
- - - Alternate Route

1.1 Cold Spring Station to Little Stony Point

Route Overview

This segment of the route lies mostly on sidewalks along local roads, with short off-road connections at both ends. Fair Street provides the only comfortable connection to the Route 9D corridor without being on Route 9D. Therefore, the route described below provides the most direct alternative, which was identified early on in the route analysis phase as the preferred route through Cold Spring.

Station Platform Connections to Main Street

The existing path from the north end of the northbound platform leads to the foot of Main Street. Main Street is accessible from the southbound platform via a pedestrian underpass/tunnel.

Main Street

Railroad right-of-way forms the western terminus of Main Street at the railroad underpass. The path from the northbound platform leads directly to the terminus.

Fair Street Sidewalk Extension (planned work)

Fair Street is a low volume residential street that runs two ways between Main Street and Route 9D. Fair Street is one-way northbound for vehicular traffic between Main Street and Northern Avenue on Sundays only. The Village of Cold Spring has plans to extend the sidewalk along the west side of Fair Street all the way to Route 9D sometime in 2015.

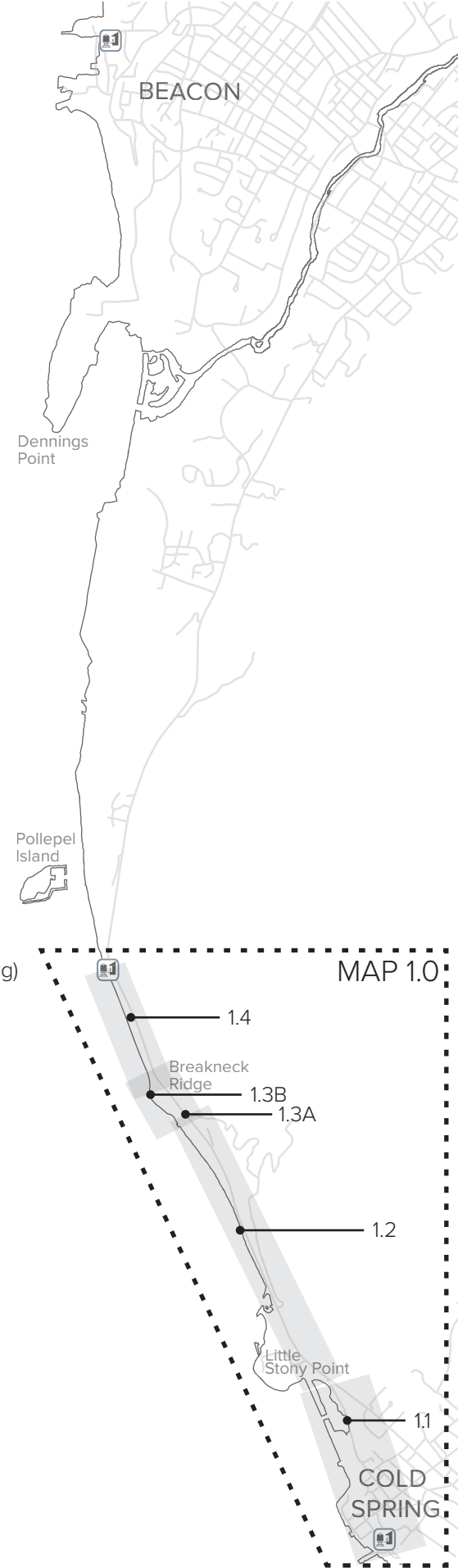
Enhanced trail to Little Stony Point (partially planned work)

The Little Stony Point Citizens Association will be enhancing the existing woodchip trail that connects the base of Little Stony Point bridge to the extended Fair Street sidewalk. It is a plan recommendation that the wood chip path be upgraded to a 12' wide multi-use trail.



Map 1.1 - Cold Spring Station to Little Stony Point

- Washburn parking lot
- Upgrade wood chip path to 12'-0" shared-use path
- New sidewalk and bicycle sharrows (Village of Cold Spring)
- Route 9D
- Main Street - stencil bicycle sharrows



Train Station Area and Main Street

The northbound platform of Cold Spring station connects to the southwest corner of the end of Main Street via a ramp and fenced walkway.

Sharrows, or shared lane markings, are recommended for Main Street, similar to the existing markings on Main Street in Beacon (use of shared lane markings must be reviewed and approved by DOT, based on the Department's policy). The sharrows are proposed for four blocks to connect to Church Street, bringing bicycle users of the trail through the lower half of Main Street (with pedestrians on Main Street's sidewalks). This would bring trail users through Cold Spring's downtown, providing access to the stores and restaurants at this starting or ending point of the proposed trail.

Cold Spring should consider applying the shared lane markings over the full length of Main Street within village limits, or at least to Route 9D, rather than stopping them at Church Street, to improve cycling connections to other amenities and points of interest that are not directly adjacent to the proposed trail.



Shared lane marking



Northbound platform path facing south



Northbound platform path facing north



Western terminus of Main Street looking east, away from railroad right-of-way intersection with Depot Square. Church Street is three blocks up on the left. There is no traffic signal at Church Street. Bicycles will make left turns against oncoming traffic.

Southern sidewalk, Main Street

Connection to northbound platform path

Railroad walkway underpass

Fair/Church Streets to Route 9D/Little Stony Point

As shown in Map 1.1 on p. 31, the proposed primary connection from Main Street to Route 9D is via Fair Street. Fair Street is two-way, except for the portion between Northern Avenue and Main Street, which is one-way northbound on Sundays only. Church Street is two way, and could carry the trail southbound. Therefore, it is recommended that the southbound trail go south on Fair Street from Route 9D, east on Northern Ave, south on Church Street, and west on Main Street to the train station access ramp. The northbound trail would go east on Main Street from the train station, turn left and go north on Fair Street all the way to Route 9D. Pedestrians can continue along Fair Street to connect to Route 9D.

Fair Street has sidewalks for approximately half of the distance between Northern Avenue and Route 9D. Through a combination of State funding and local in-house design and construction forces, the sidewalk will be extended to the Little Stony Point trailhead at Route 9D.

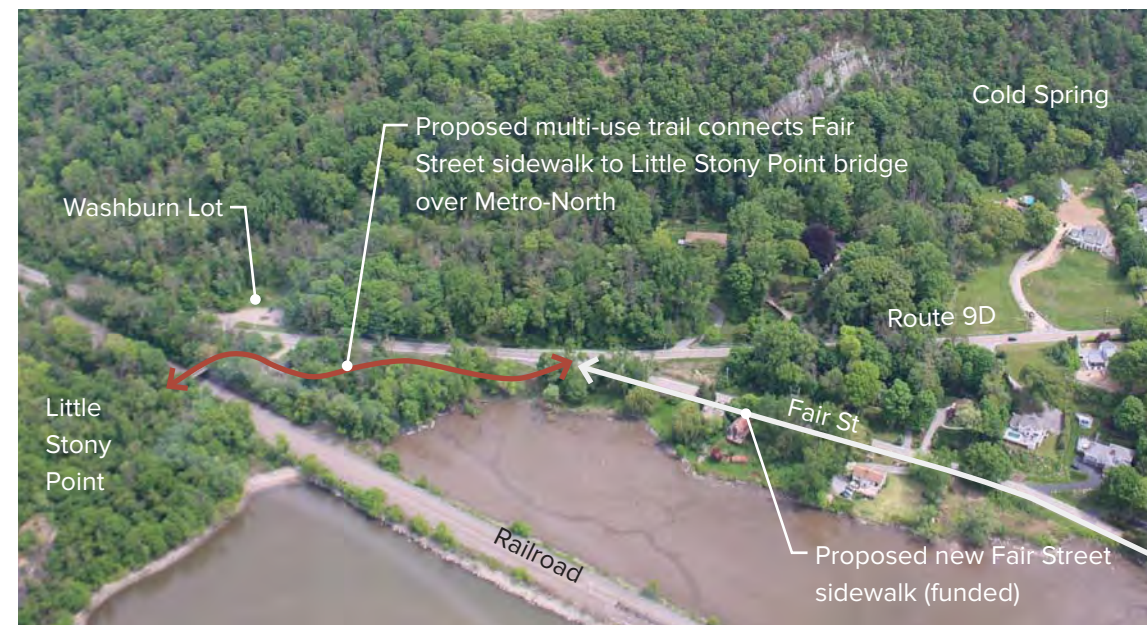
At the north end of Fair Street the proposed multi-use trail will connect to the Little Stony Point bridge over the Metro-North tracks. It is proposed that the 9D/Fair Street intersection be reconfigured by bringing Fair Street and Route 9D to a right angle as shown below. The Little Stony Point trail will be enhanced by the Little Stony Point Citizens Association through the removal of invasive plants and the planting of shrubs as a buffer between Route 9D and the trail. The woodchips on the trail would remain under their enhancement plan, therefore as an alternative a wider path should be installed, constructed of asphalt or compacted stone screenings to maintain a smooth surface and a more steady grade for cyclists not continuing along Route 9D in the shoulders.



Intersection of Fair Street and Route 9D looking south



Rendering of Fair Street between Main Street and Route 9D looking north



Intersection of Fair Street and Route 9D from above

