

The logo features a stylized lowercase 'ft' in a dark green color. The 'f' is tall and thin, with a curved top and a vertical stem. The 't' is shorter and wider, with a horizontal top bar and a vertical stem that ends in a small hook. To the right of this symbol, the words 'Hudson Highlands' are stacked above 'Fjord Trail' in a black, sans-serif font.

Hudson Highlands Fjord Trail

Those numbers are specifically for visitors arriving at the Breakneck trailhead—not the state park’s other trails along Route 9D, including Washburn, Cornish, Little Stony Point, etc. Many visitors to these other trails arrive in Cold Spring and walk along Main and Fair Streets to Little Stony Point/Washburn. The Fjord Trail—as it is currently proposed—would mitigate this behavior, as hikers would use the Fjord Trail to get from the VCS train station to these trails.

Additionally, it is important to note that many visitors *arrive* at the Breakneck Ridge train station, but *depart* from a different train station, very often Cold Spring. HHFT’s consultants observed this departure pattern happening at about a 2:1 or 3:1 ratio, depending on the day. This is because many hikers walk to Cold Spring after their hike, where they have a meal and then take the train home from there. Again, the Fjord Trail would provide a route for these hikers.

Overall, 66% of visitors reach the Hudson Highlands State Park Preserve by car and 29% by train, with a significant portion using the Cold Spring Metro-North station.

The six main trail entry points proposed in the Fjord Trail plan will diffuse trail users over a 7.5 mile route. Combined with a shuttle system, organized parking supply north of the village, a Visitor Center at Dutchess Manor, and additional infrastructure improvements like public restrooms, the trail is designed to help take the existing pressure off the Village of Cold Spring by allowing visitors to get off crowded Main Street and away from residential side streets more quickly.