Appendix III/IV.L
Transportation

III/IV.L-4: HHFT Visitor Utilization Study

Hudson Highlands Fjord Trail

Visitor Utilization Study and Survey Results

December 1, 2023

ORCA CONSULTING LLC

Contents

Discussion 3
Terminology 3
Study methodology 4
Cold Spring 4
Pedestrian Traffic 5
Pedestrian crossing demographics 7
Main Street Ped Counts (PAOT) 9
MNR & SeaStreak Passengers 11
Fair Street Pedestrian Traffic 13
Tunnel Pedestrian Traffic 14
Dockside Park 17
Washburn Trailhead 22
Little Stony Point 27
Breakneck/Wilkinson Trailhead Area 30
Breakneck MNR Station 36
Breakneck/Wilkinson Parking 38
Mt. Beacon Trailhead Area 39
Long Dock Park 45
Dennings Point Trail 48
User Survey Results 49
User Survey Results pertinent to Cold Spring 61
User Survey Results pertinent to Beacon 63
User comments 65
Survey Questions 66
User Survey: Respondents' comments 67
Comments regarding existing visit 67
Comments regarding future HHFT development 71

Discussion

Beginning Memorial Day Weekend and continuing through the end of October (fall foliage season), ORCA Consulting LLC (ORCA) performed a series of on-site studies on 14 selected days at several key locations associated with visitation to the future Hudson Highlands Fjord Trail (HHFT). The results of these studies will be used by ORCA to develop projections for future pedestrian accumulations and flow volumes and to evaluate visitation management strategies being identified.

Extensive user statistics were collected at the key recreational developments near the proposed Fjord Trail, including Long Dock Park in Beacon, Mt. Beacon Trail, Breakneck Ridge Trail, Wilkinson Memorial Trail, Washburn Trail, Little Stony Point, Dockside Park, and downtown Cold Spring. A user survey was also implemented to collect key information on user and visitation demographics, and current use patterns. Over 400 surveys were collected between May and October, representing almost 1,000 users. The primary purpose for this data collection is to provide a solid basis of existing user statistics representing current peak visitation conditions serving as the groundwork for the development of an animated simulation model. The simulation model will be used as a predictive model to forecast future visitation conditions including expected growth from future HHFT users, proposed modifications associated with the Fjord Trail development, and the impact of the proposed HHFT shuttle system. Additionally, this documentation of existing conditions can be used as a reference point of current visitation conditions from which to measure the impact of future visitation trends and user management strategies, such as those proposed for Fjord Trail.

In the following report section, these user statistics for all of the HHFT-associated areas have been analyzed and summarized as documentation of the data that were gathered.

Terminology

The following terminology is used throughout this report to describe the key utilization factors that are fundamental to the analysis and summary charts shown below:

Hourly Hiker Traffic, Hourly Pedestrian Traffic, Hourly User Traffic. These terms all describe the same statistic, and use different adjectives (hiker, pedestrian, user) that best describe the user context for each location. These statistics are equivalent to “flow” rates, defining the number of people that pass through the indicated location on an hourly basis.

PAOT, or “people at one time”. This statistic borrows terminology used consistently by the National Park Service, but is sometimes referred to elsewhere as “instantaneous people counts”. Unlike the hourly statistics, PAOT can be viewed as a “snapshot” count of people at a single point in time.

Dwell time, hiking time, length of stay. These terms refer to the amount of time (in minutes or hours) that people spend at an indicated area or destination. Each term is used in a slightly different context – dwell time is used for the time spent at individual areas, such as Dockside Park; hiking time is used for time spent by hikers on the trails; and length of stay represents the overall time spent at multiple activities, such as the total time spent by users at HHFT-related destinations over the course of the day.

Pedestrian Level of Service. Level of Service standards (LOS "A" to LOS "F") have been developed by the Transportation Research Board, and are used as a consistent metric to evaluate crowding conditions for urban pedestrian environments.

Study methodology

To collect existing user data, ORCA has developed an efficient survey instrument effectively implemented at other leisure destinations including many national parks to measure user volumes and use patterns. ORCA's survey approach included the following:

1. 10-minute pedestrian flow counts were taken at key locations in each direction of travel, including the major trails and entry points. These were extrapolated to hourly counts in the analysis.
2. Each destination was divided into its key distinct areas and People at One Time (PAOT) counts were collected to determine the instantaneous number of people within each area. At Dockside Park and Long Dock Park, these PAOT counts were further subdivided into the primary user activity types (walking/running, picnicking, water recreation, biking, rest/relaxation, and exercising).
3. Visitors arriving from the MNR trains and SeaStreak were counted.
4. Wait lines at restrooms and Cold Spring restaurants were documented.
5. Parked vehicles were counted in the parking lots and roadside parking at Washburn Trailhead, Breakneck Ridge/Wilkinson Trail, and Mt. Beacon Trailhead.
6. Pedestrian counts taken by AKRF Cold Spring and hiker counts taken by the stewards at Breakneck Ridge Trail were compiled and summarized.

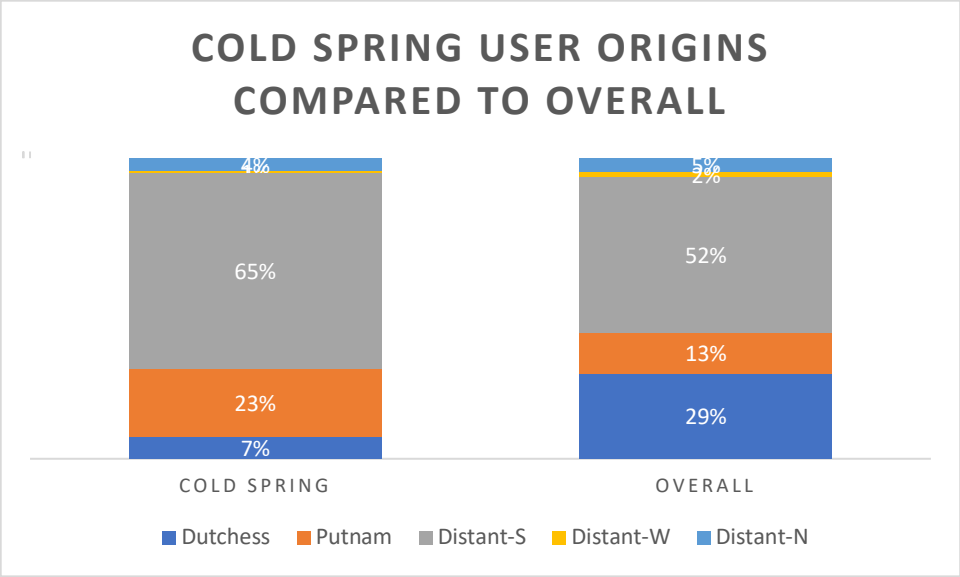
Data was collected continuously over the course of the day, from 8 AM to 5 PM, with a typical cycle of between one and three hours for each location. In concert with the data collection, ORCA staff studied the user circulation patterns and volumes and developed a unique understanding of the complex interactions between users and facilities. The collected data was then reduced to formats that will be used as part of ORCA's modeling of the user behavior, and summarized in the charts shown below in this report.

Survey data was also collected on an ongoing basis from Memorial Day weekend until the end of October. A-frame signs were strategically placed at four locations, including Cold Spring MNR Station, Washburn trailhead, Breakneck/Wilkinson trailhead area, and Long Dock Park. These signs included QR codes that directed respondents to a website where they answered a series of questions regarding their group demographics, visitation demographics, level of interest in future HHFT activities, and comments. Over 400 responses were collected, and are summarized later in this report.

Cold Spring

Statistics for Cold Spring users are summarized and presented in the following report section.

The following chart compares the Cold Spring user origins to overall user origins:



As the above chart shows, Cold Spring had a higher percentage of users from southern origins and Putnam County than the overall user percentages, and a lower percentage from Dutchess county.

Pedestrian Traffic

Pedestrian traffic counts were collected by AKRF using camera technology at seven intersections in Cold Spring over eight study days in May, July, and September 2023 – these locations included:

- Fair Street & Route 9D
- Main Street & Route 9D
- Main Street & Church Street
- Main Street & Fair Street
- Main Street & Garden Street
- Main Street & Rock Street
- Main Street & Stone Street

The pedestrian counts were taken from 9 AM to 1 PM on each study day. At each intersection, pedestrians were counted by direction for all crosswalks.

The following chart provides a summary of total hourly pedestrian crossings for all seven intersections combined, from 9 AM to 2 PM:

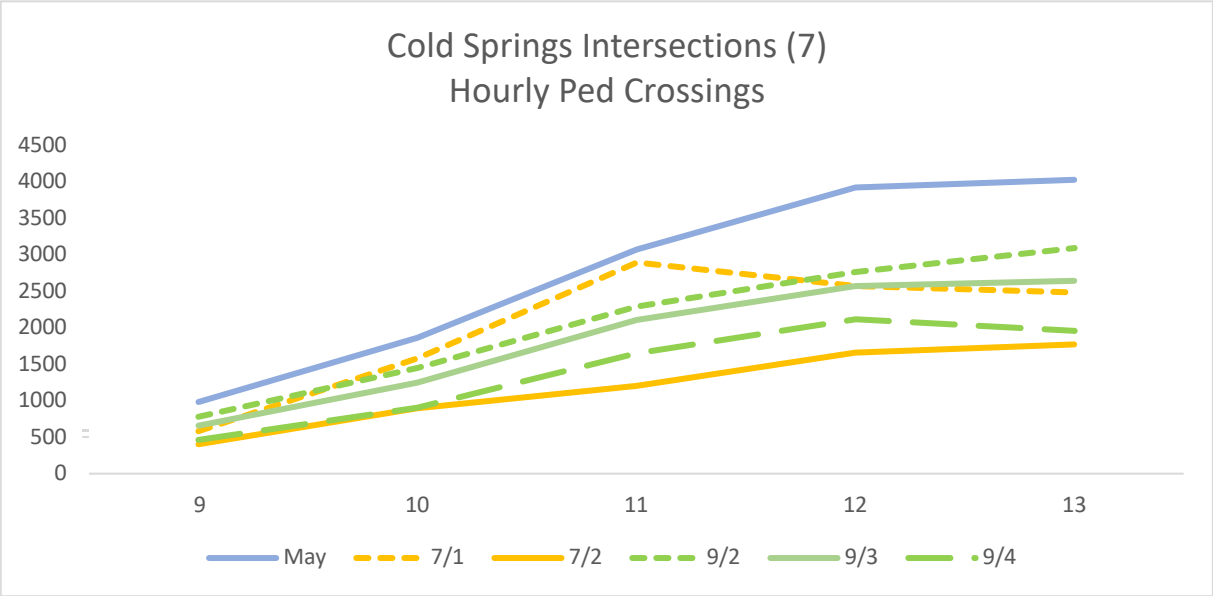


Figure 1 – Total Hourly Ped Crossings at 7 Cold Spring intersections

All of the May study days had similar volumes and patterns, so these days were averaged to keep the chart as simplified as possible. For the July and September days, traffic volumes varied enough that these are shown separately.

All of the days, except for 7/1, had nearly identical patterns, with pedestrian traffic increasing gradually over the course of the day, evidencing the consistency of the visitation patterns. On 7/1, an outdoor event was conducted at Saint Mary's, which appeared to cause a slight reduction to the pedestrian volumes after 11 AM.

The largest pedestrian volumes were experienced during the May study days, although it is likely that even higher volumes occurred during October weekend days.

The following chart provides a simplified representation of the data shown in the above Figure 1, showing average hourly and maximum hour ped crossings, along with the percentage that traffic was over or under the average for each comparison period:

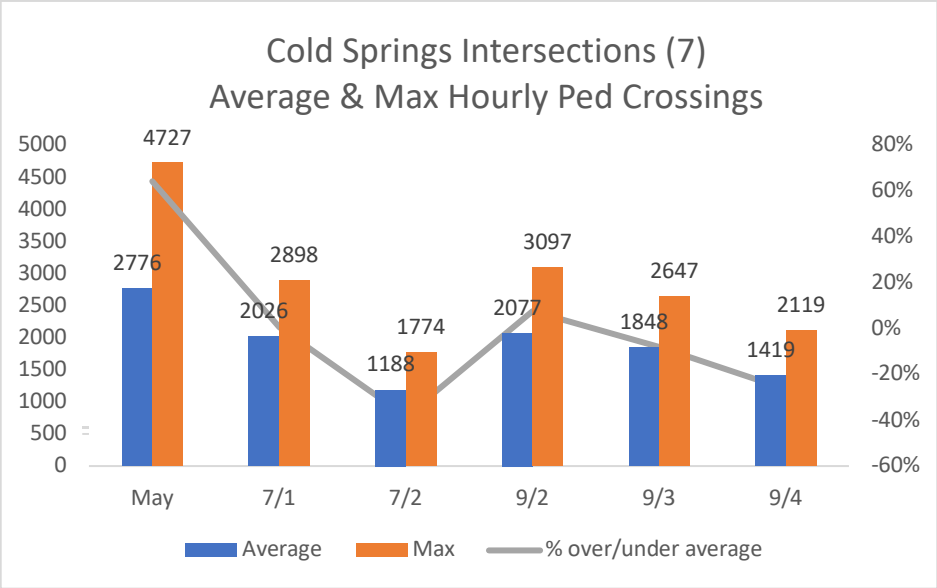


Figure 2 – Average Hourly and Max Hour Pedestrian Traffic at 7 intersections combined

Pedestrian crossing demographics

- 76% of all ped crossings occurred at the North and South crosswalks / 24% occurred at the East and West crosswalks.
- Since pedestrian crossing data between the tunnel/MNR entrance and Stone Street were not collected, a significant number of pedestrian crossings known to occur at the west end of upper Main Street were not captured.
- Over 700 individual hourly crosswalk crossing volumes were documented, ranging from 5 ped crossings per hour to almost 700 per hour. It is estimated that pedestrian utilization of the "comfortable" crosswalk capacity for the 20 highest crossing events averaged 20% and reached 26% for the top two events (ped crossing capacity is high because the intersections are unsignalized).
- Ped traffic by direction:
    - Overall, eastbound ped traffic averaged 38% of all directions prior to 12 Noon, and westbound traffic averaged 34% (excluding the Fair & 9D intersection). For the 12 – 1 PM hour, there was an 11% shift from westbound to eastbound traffic, possibly due to pedestrians returning to their vehicles and the MNR at the end of their visit – it is likely, but unknown if this trend continued beyond 1 PM.
    - Northbound ped traffic averaged 17%, but peaked at 19% during the 10 AM to 12 Noon period. Southbound ped traffic averaged 13%, and likely increased after 1 PM, due to the expected return of hikers from Washburn Trail.
    - Ped traffic by direction was similar for all intersections except for Fair & 9D and Main & Rock. At Main & Rock, eastbound ped traffic was 18% lower than traffic for the

combined Main Street intersections, and northbound traffic was 19% higher. This difference is likely due to the use of this intersection as part of the pedestrian route along Fair Street to Washburn Trail and Little Stony Point.

- At the Fair & 9D intersection, the predominant ped volumes were northbound (53% of intersection ped traffic) and westbound (32%). This distribution reflects the pattern of arrivals to Washburn Trail and Little Stony Point prior to 1 PM. It is likely that these patterns were reversed in the afternoon hours after 1 PM.

The following map shows the pedestrian average hourly volumes at each of the Main Street intersections included in the study (circle sizes correspond to relative ped volume for each intersection):

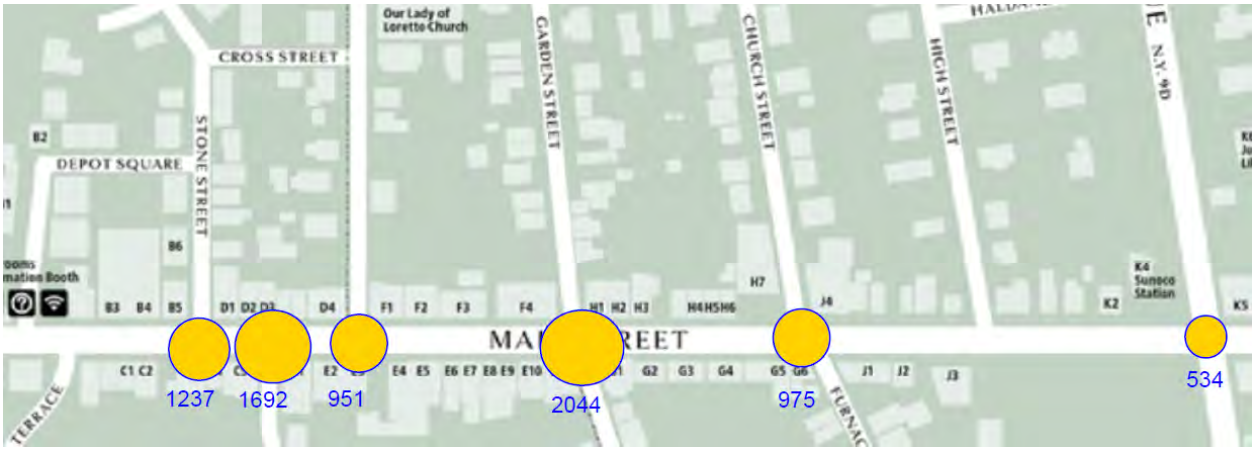


Figure 3 – Intersection Pedestrian Crossings Average Hourly Volume

Sidewalk pedestrian traffic and level of service

The hourly pedestrian traffic on the Main Street sidewalk segments was estimated from the intersection traffic figures – the following map shows the estimated maximum hourly ped traffic volumes for each sidewalk segment. Based on these volumes, and the sidewalk widths, the pedestrian level of service for each sidewalk segment (Level of Service "A" to Level of Service "F") was also determined, as shown in the following map:

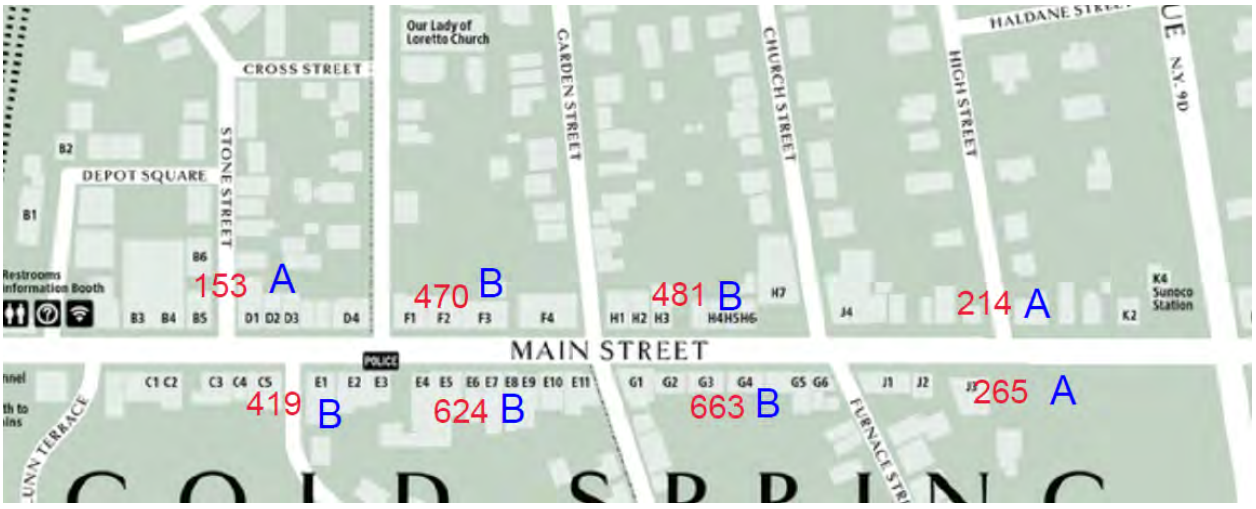


Figure 4 – Cold Spring Main Street sidewalks: Pedestrian Traffic and Level of Service

The analysis shows that all sidewalk segments performed at either Level of Service A (no significant traffic conflicts) or Level of Service B (some traffic conflicts and minor crowding). The analysis was performed based on both (a) average sidewalk width, and (b) minimum sidewalk width (i.e., where the available sidewalk narrows at the narrowest pinch point). For each sidewalk segment, the level of service analysis was relatively insensitive to the sidewalk width, so the same level of service resulted from both of these approaches for all sidewalk segments. However, the level of service analysis approach does not incorporate the issue of user inconvenience (e.g., the need for individual groups to form a single-file line when encountering the pinch points).

Main Street Ped Counts (PAOT)

A different measurement was taken of the pedestrians along Main Street – "people at one time" counts, or PAOT. These statistics differ from the pedestrian traffic counts in that they represent an instantaneous "snapshot" of the pedestrian distribution along Main Street rather than the hourly "flow" volumes referred to elsewhere in this report. This approach enabled the expeditious collection of numerous pedestrian counts that describe user volumes and densities along Main Street.

The following chart shows the PAOT counts taken by time of the day for all areas of Main Street for the various study periods, from 8 AM to 6 PM:

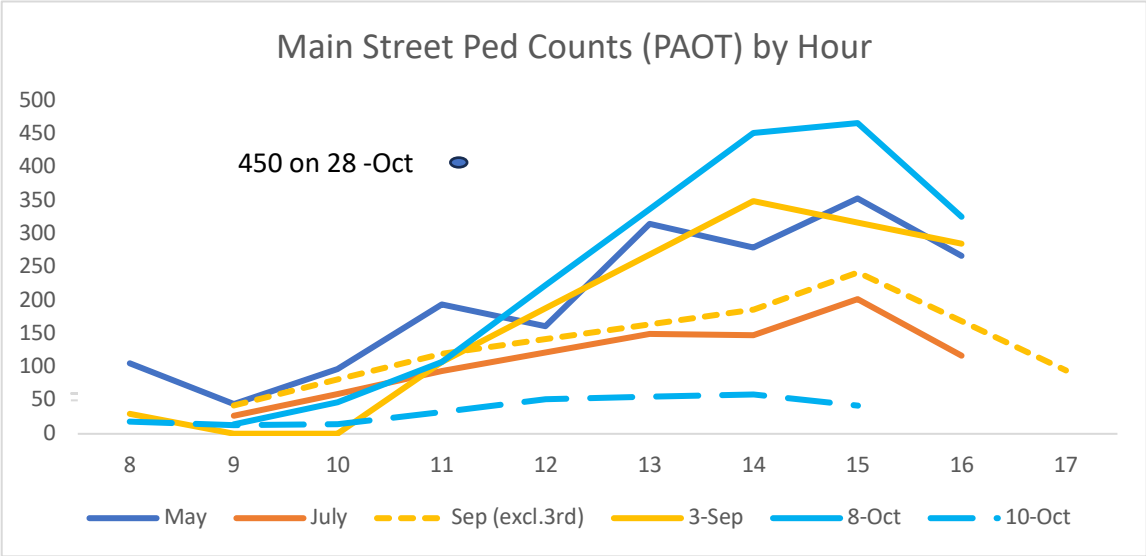


Figure 5 – Main Street PAOT Counts

In the above chart, the PAOT figures for each hour were averaged for (a) May study days, (b) July study days, and (c) two September study days – for each of these groupings, the individual study days showed similar user patterns and volumes.

Similar to the intersection pedestrian traffic described above, a consistent hourly pattern is seen, with increasing pedestrian counts over the course of the day. Since the PAOT counts were collected through the late afternoon hours, it can be seen that the PAOT counts begin to drop off typically after 3 PM.

October 8 was the busiest day observed, with PAOT levels exceeding 450 for two hours (i.e., a total of 450 pedestrians on all Main Street sidewalks combined). A PAOT level of 450 was also reached on October 28. High PAOT levels were also reached on September 3 and on all May study days.

The lowest PAOT levels were observed on Tuesday, October 10 – the only weekday included in the user study.

The following chart provides a simplified version of the previous chart, showing the average and maximum PAOT counts by day grouping for all Main Street sidewalks combined:

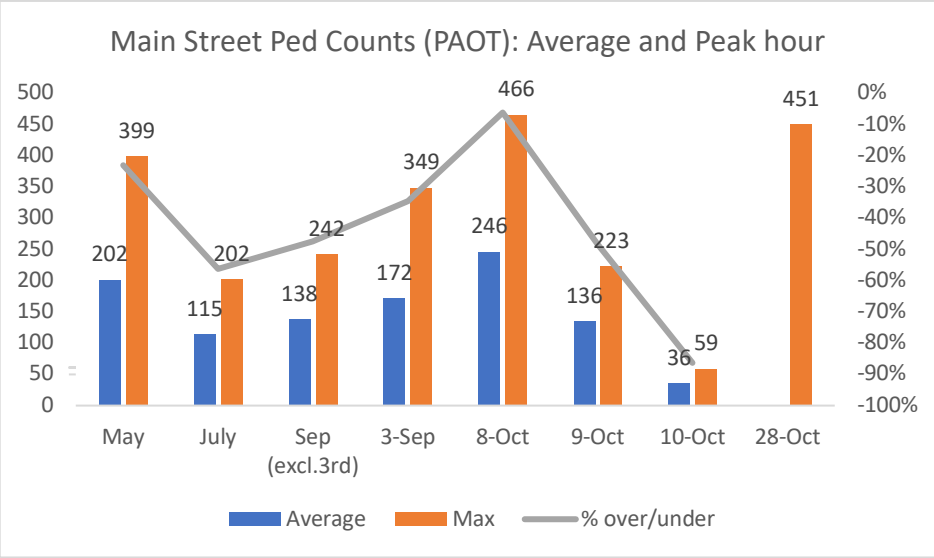


Figure 6 – Average and Maximum PAOT Counts

As shown in the above chart, both the highest and lowest Main Street PAOT counts were experienced during the month of October.

The following map shows the maximum pedestrian counts recorded on each Main Street sidewalk section over the course of the studies, along with calculated pedestrian level of service for each section:

Figure 7 – Main Street PAOT Counts and Level of Service by sidewalk segment

Using the PAOT counts, along with measured areas of the Main Street sidewalks, the above chart shows both the maximum documented pedestrian counts (PAOT), along with the corresponding pedestrian level of service (scale of "A" [no significant pedestrian conflicts] to "F" [pedestrian gridlock conditions]). Since this approach is based on the documented PAOT figures, some of the indicated level of service

values differ from the previous analysis based on the ped traffic flow volumes. Note that all but 4 sidewalk segments are categorized as level of service A, with no significant traffic conflicts. Two sidewalk segments are categorized as level of service B, with occasional traffic conflicts. The most crowded areas were at the west end of upper Main Street, on both the north and south sides, with a level of service C – crowded, with regular traffic conflicts, but no reduction in pedestrian flow due to these conflicts.

MNR & SeaStreak Passengers

The following chart shows the number of MNR passenger arrivals by hour, from 9 AM to 3 PM for each study day:

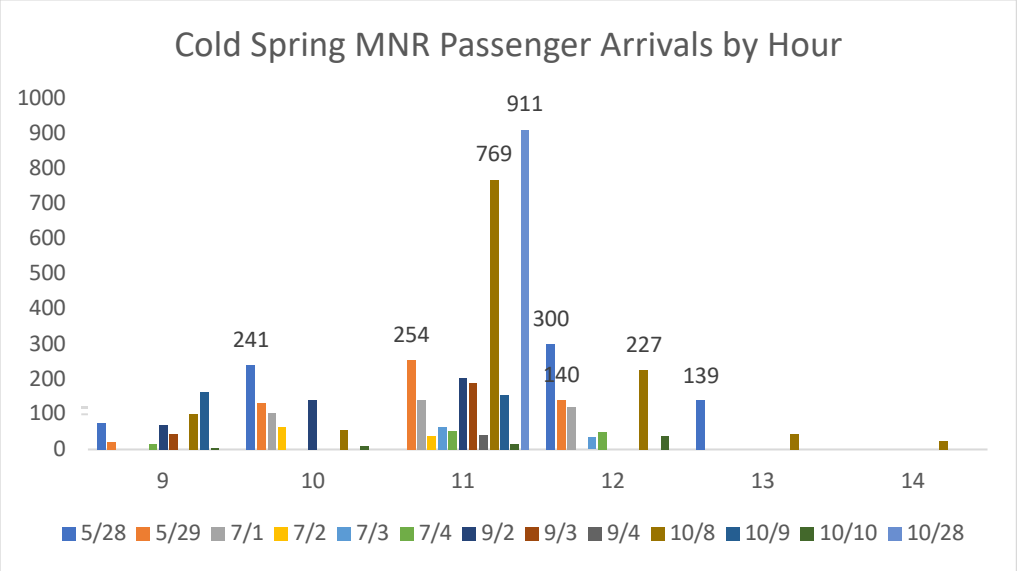


Figure 8 – MNR Passenger Arrivals

- During the busiest times of the day (10 AM to 1 PM), MNR passenger arrivals typically ranged from 58 to 300 per train arrival.
- On two occurrences (10/8 & 10/28 during the 11 AM to 12 Noon period) there were multiple train arrivals during the peak hour (11 AM – Noon) with extremely high passenger counts (769 and 911).

Figure 9 - high-volume MNR arrival

The following chart shows the observed number of SeaStreak passenger arrivals during the October study days:

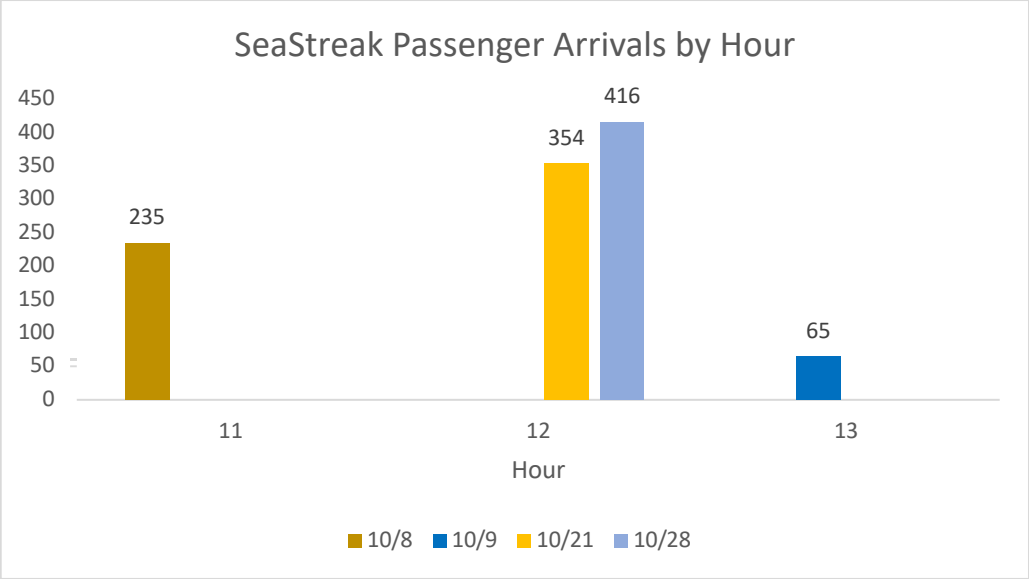


Figure 10 – SeaStreak Passenger Arrivals

- SeaStreak boat arrivals were observed between 11 AM and 3 pm.
- SeaStreak passenger counts were high on 10/21 (354) and 10/28 (416), but these arrivals occurred during the Noon to 1 PM hour on both of those days, thus avoiding an arrival overlap with the peak MNR arrival hour (11 AM – Noon).
- The SeaStreak arrival on 10/8 during the 11 AM hour (235 passenger count) coincided with the peak hour for MNR arrivals (769 passenger arrivals on multiple trains). It is likely that this schedule overlap also occurred on other weekend days as well.

Fair Street Pedestrian Traffic

The following chart shows the hourly bi-directional traffic on Fair Street between 9 AM and 5 PM (measured at Northern Avenue), compared between the various study periods:

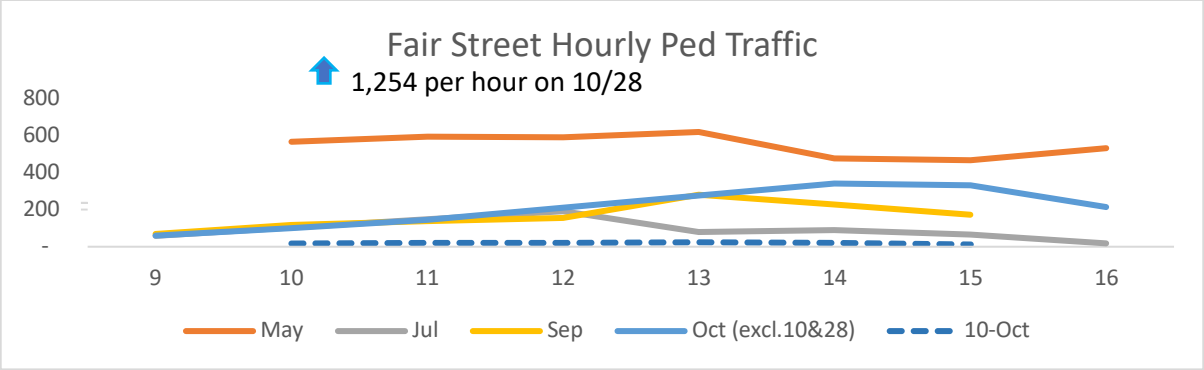


Figure 11 – Fair Street Hourly Pedestrian Traffic

- These pedestrians are primarily composed of hikers walking to and from the Washburn trailhead and Little Stony Point.
- The highest pedestrian volumes were observed during the May study days, except for 10/28, which was estimated at 1,254 pedestrians during the 10 – 11 AM period. This spike in flow volume is associated with the increased frequency of MNR train arrivals during the fall foliage season.
- The lowest volume was observed on 10/10, when rainfall occurred.

The following chart provides a simplified version of the above data:

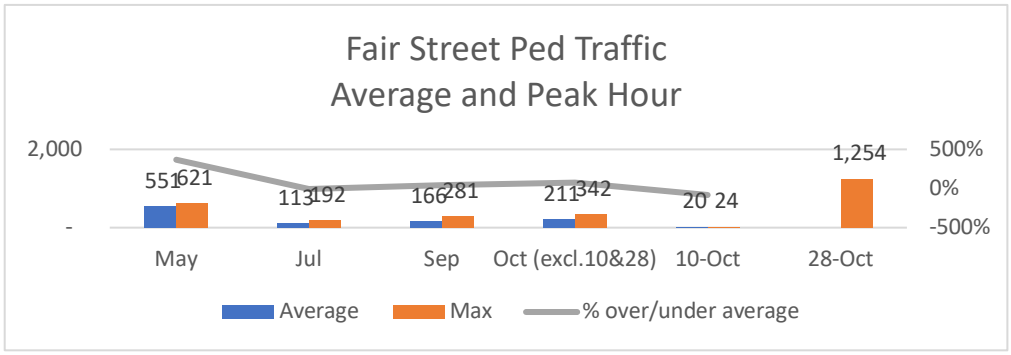


Figure 12 – Fair Street Average and Peak Hour Pedestrian Traffic

As seen in the above chart, May ped traffic on Fair Street was high, averaging 551 pedestrians per hour. The maximum hourly pedestrian traffic was documented on October 28 at 1,254 pedestrians per hour. It is understood that these ongoing high pedestrian volumes are a source of frustration for Cold Spring residents, especially those living along the Fair Street pedestrian corridor.

Figure 13 - returning hikers along Fair Street

Tunnel Pedestrian Traffic

The following chart compares the hourly pedestrian traffic through the Cold Spring tunnel between 9 AM and 5 PM for the various study periods:

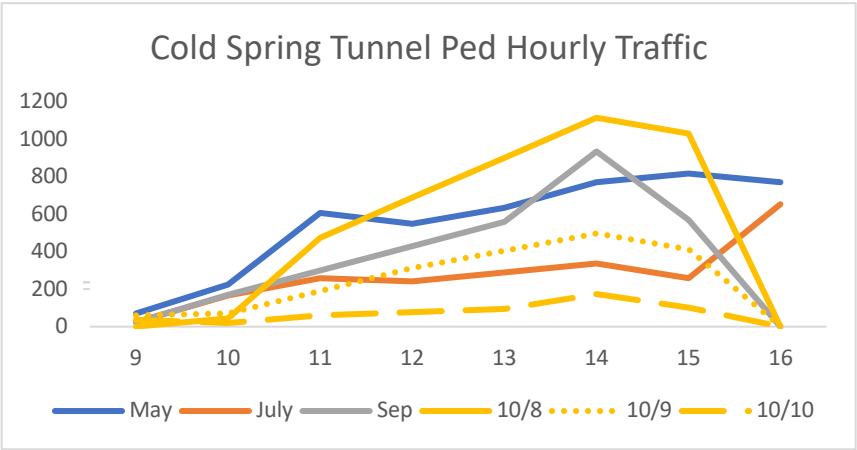


Figure 14 – Tunnel Pedestrian Traffic

As the above chart shows, ped traffic through the tunnel was high in both May and September, and reached the highest documented levels on October 8. Traffic congestion through the tunnel is compounded by the train and SeaStreak arrival surges, when traffic volumes temporarily exceed the tunnel's throughput capacity.

The following chart provides a simplified view of the same data shown in the above chart:

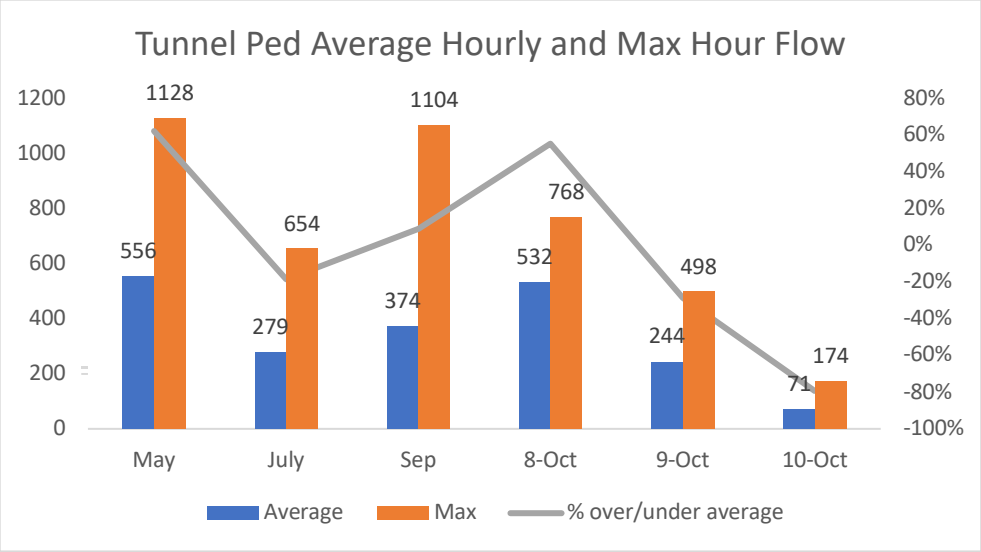


Figure 15 – Tunnel Average Hourly and Max Ped Flow Volumes

It is estimated that the tunnel can handle up to 80 pedestrians per minute (both directions combined)[1]. Thus, the peak flow of 1,116 peds per hour shown in the above chart can be processed in just 15 minutes, so the tunnel has ample capacity, in spite of the high traffic volumes; and has the ability to accommodate any expected future increase in pedestrian traffic (with temporary backups during peak surge periods), if and when this occurs.

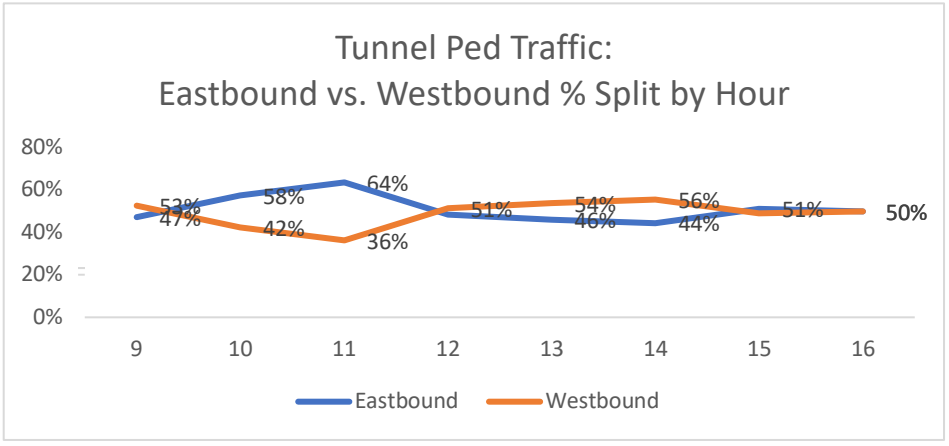


Figure 16 – Eastbound vs. Westbound Tunnel Ped Traffic

- Overall, there was an even pedestrian traffic split by direction over the course of the day, but the eastbound traffic significantly exceeded westbound traffic from 10 AM to 12 Noon, while westbound traffic exceeded eastbound from 12 Noon to 3 PM. Based on field observations, this is due to a common visitation pattern in which upper Main Street is visited first, then lower Main Street later in the day.
- The East/West split was consistent for all study periods at 50%/50%, except for the September days (44%/56%)

[1] Based on double file flow in both directions and average 3-second interval between pedestrians.

Restaurant Waiting Lines

On seven weekend days during the study periods, wait lines were observed and documented at several restaurants, as summarized in the following chart:

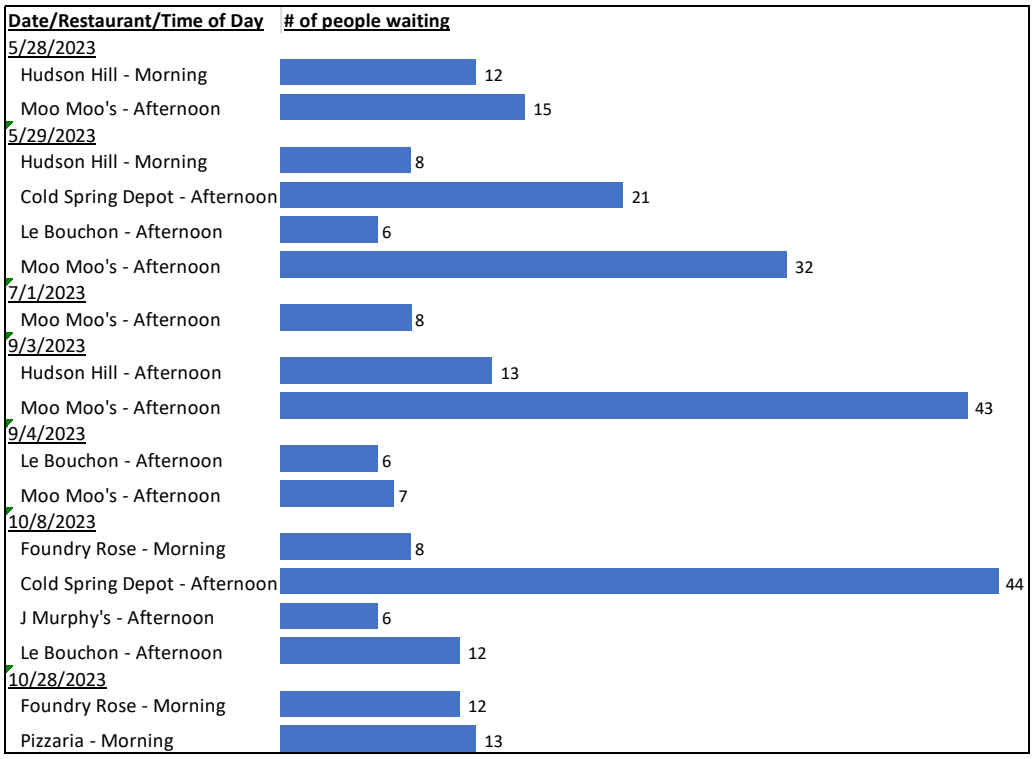


Figure 17 – Restaurant Wait Lines

Although short wait lines are manageable and tolerable, long wait lines (exceeding 10 or more people) create bottlenecks on the sidewalks that impede pedestrian flow.

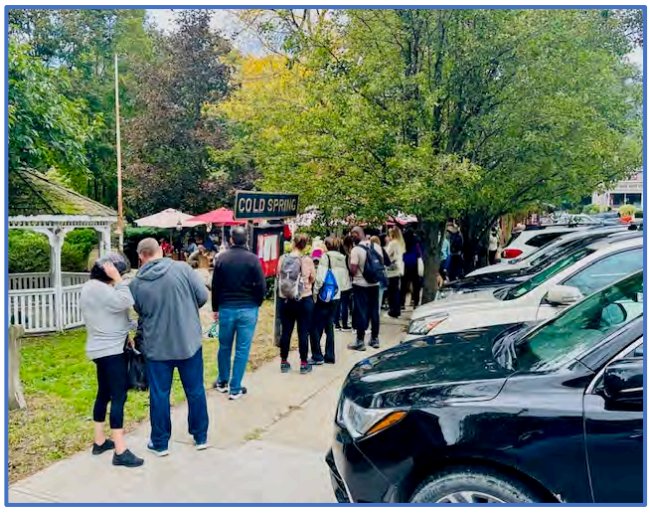
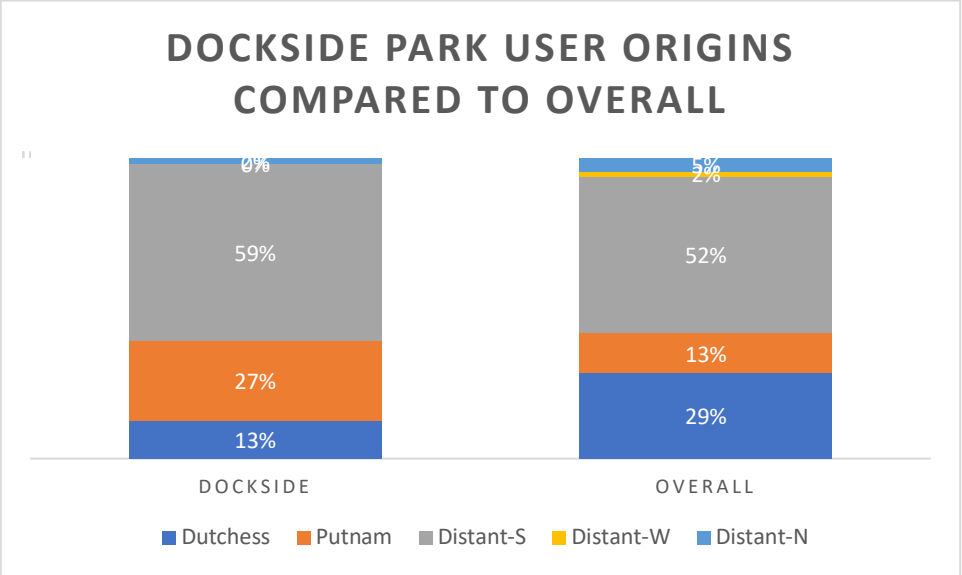


Figure 18 - Wait line at Cold Spring Depot

Dockside Park

The following chart shows the distribution of user origins for Dockside Park compared to the overall users surveyed:



The above chart shows that Dockside park had a higher percentage of users from Putnam County and south origins and a lower percentage from Dutchess County.

User entries to Dockside Park by hour from 8 AM to 5 PM are shown in the following chart for each study period:

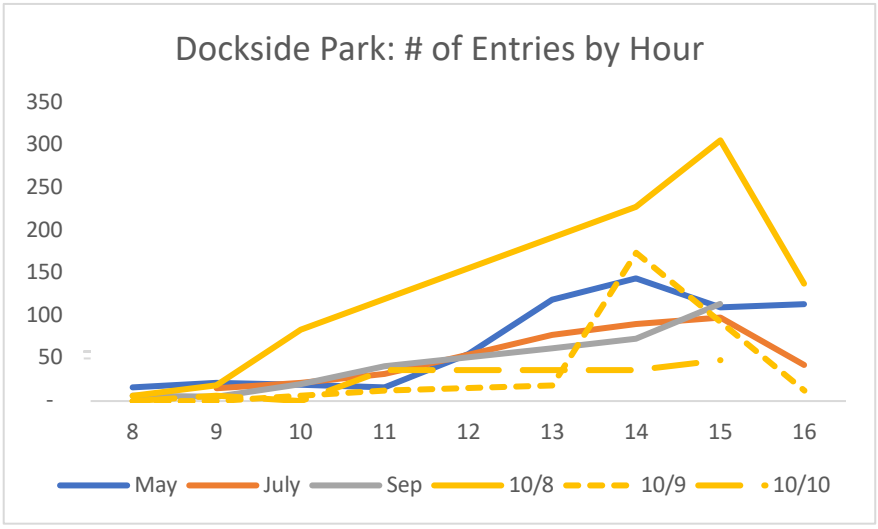


Figure 19 – Dockside Park Hourly Entries

As the above chart shows, Dockside Park arrivals were at low to moderate levels over the course of the study period, except for the high arrival volumes documented for October 8.

The following chart shows a simplified representation of the data from the previous chart, including average hourly and peak hour entries to the park for each indicated day grouping:

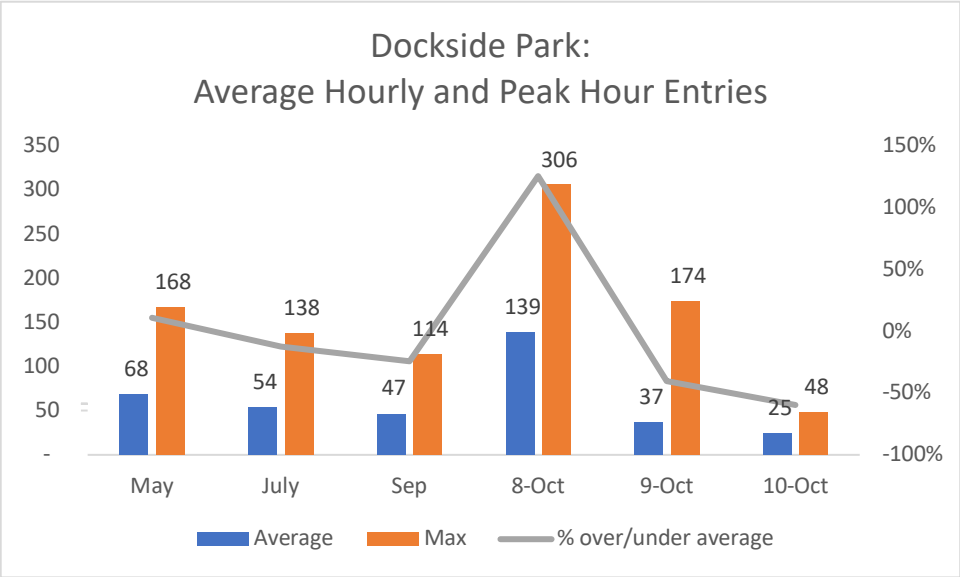


Figure 20 – Dockside Park Average Hourly and Peak Hour Entries

- The high peak hour entries shown for 10/8 and 10/9 clearly show the impact of the SeaStreak passenger arrivals, which were high on both those days. Dockside Park entries were lower on 10/10, due to the cold and windy weather conditions on that day, thus reducing the ability of the park to draw users.

User exits from Dockside Park were also collected. Using the hourly entries along with the hourly exits, estimates were developed of the average user dwell time within Dockside Park, as shown in the following table:

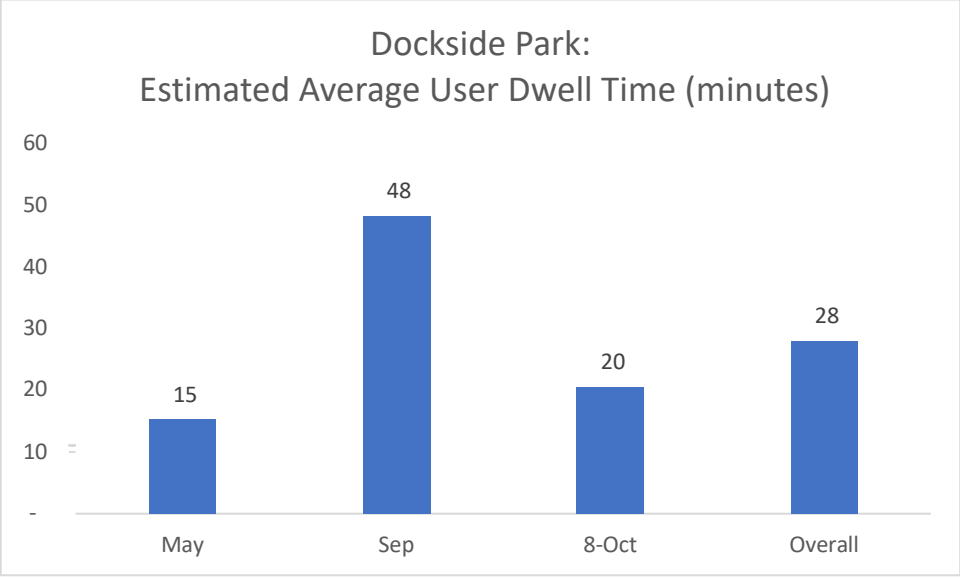


Figure 21 – Dockside Park Estimated Dwell Time

The overall average dwell time is estimated at 28 minutes. The highest dwell time estimate was calculated for the September data at 48 minutes. As shown below in Figure 25, September experienced

the highest proportion of users involved in rest and relaxation activities – it is likely that these users contributed to the higher dwell time observed for that month.

The following chart shows the average Dockside Park PAOT by hour of the day for key day groupings shown in the chart:

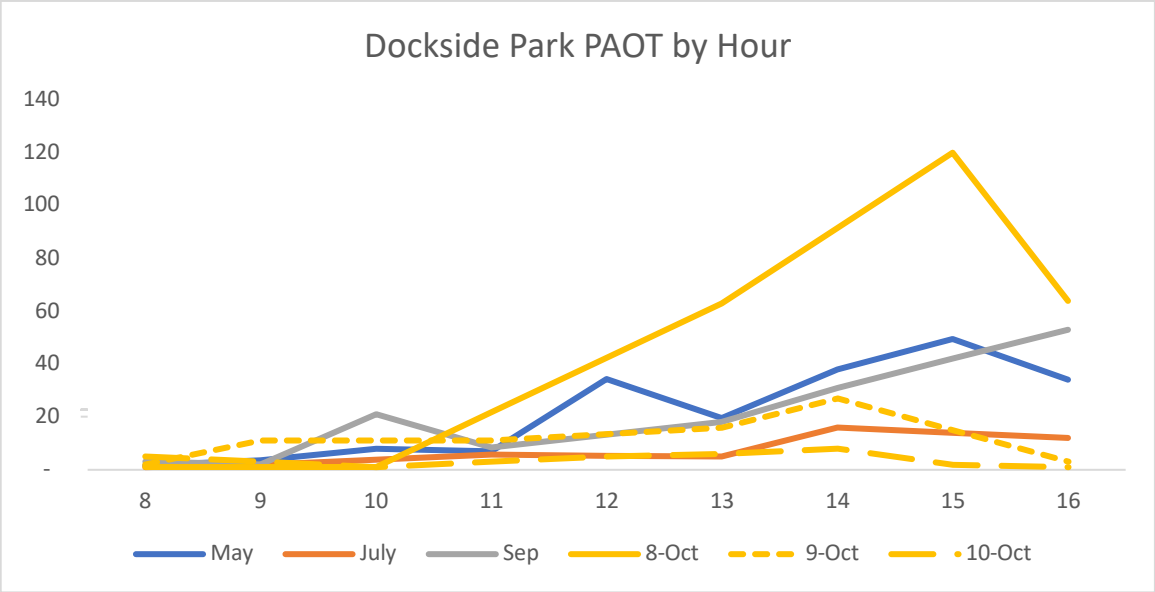


Figure 22 – Dockside Park PAOT by Hour for indicated day groupings

A similar trend for each day grouping is seen in the above chart with gradually increasing PAOT counts over the course of the day, showing that the afternoon period is the busiest time of the day for Dockside Park. October 8 experienced by far the largest PAOT counts, most likely due to the high SeaStreak passenger arrivals, along with the favorable weather conditions on that day. All other days consistently experienced low to moderate visitation levels.

The following chart shows the average and maximum PAOT count within Dockside Park for each of the indicated day groupings:

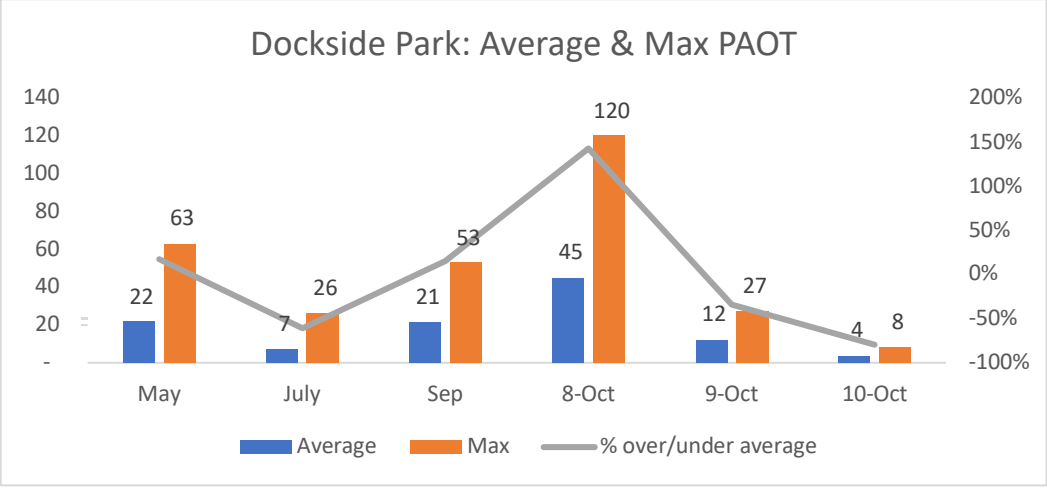


Figure 23 – Dockside Park Average & Maximum PAOT for indicated day groupings

The PAOT counts were segmented into three areas of the park: (1) the west path, (2) the east path/road, and (3) the central area of the park. The following chart shows how the PAOT was distributed by area of the park for each day grouping:

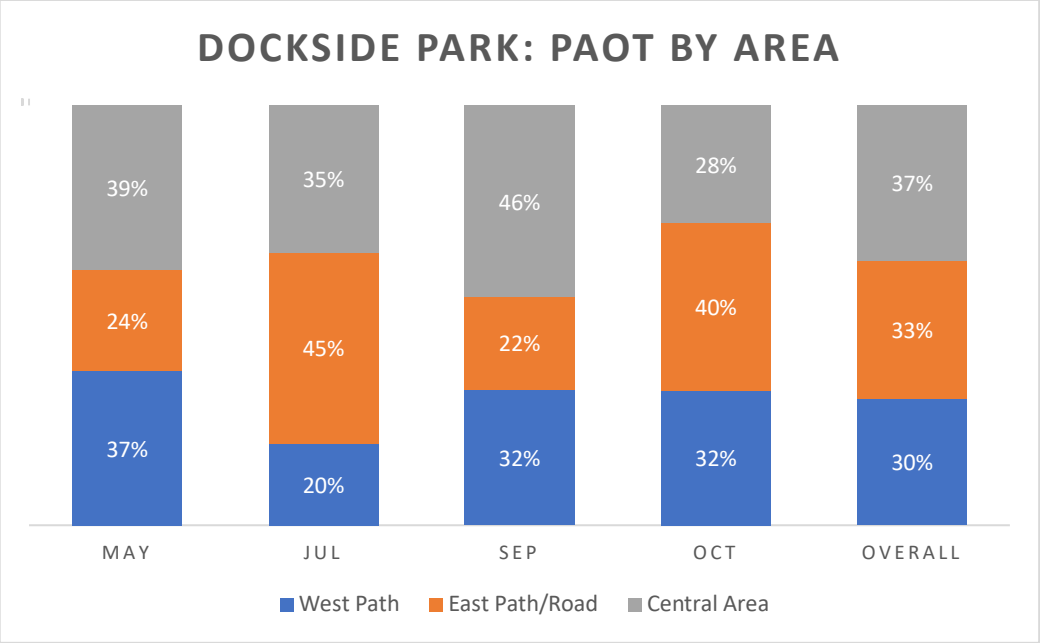


Figure 24 – Dockside Park PAOT by park area for each month

Overall, the PAOT was evenly split between the three areas. July and August both experienced the highest percentages on the east path/road (45% & 42% respectively), but the reason for this is not known.

The PAOT counts were also segmented into six distinct activity types: walking/running, picnicking, water recreation, biking, rest/relaxation, and lawn exercising. The following chart shows the PAOT distribution by activity type for each month:

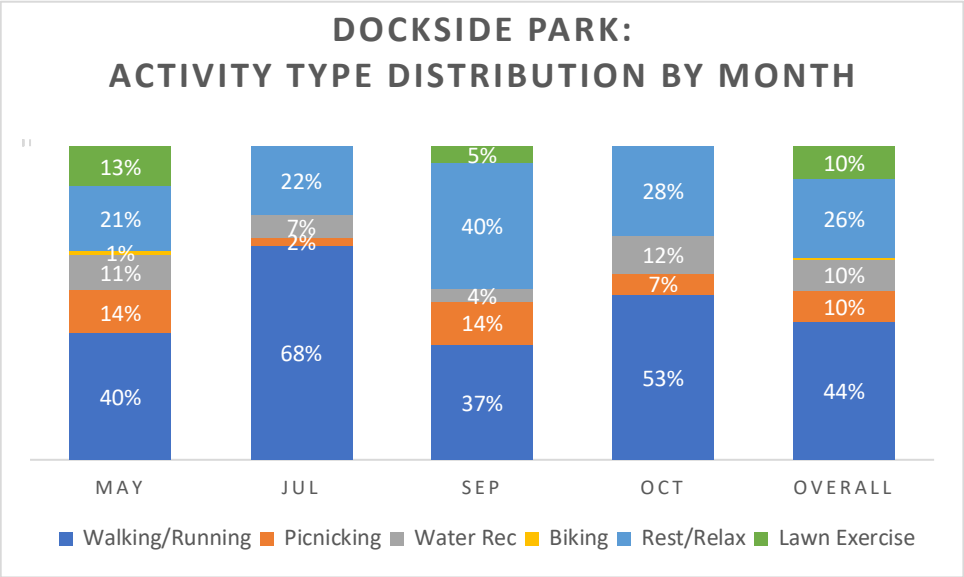


Figure 25 – Dockside Park distribution of activity times by month

As seen in the above chart, the most popular activity at Dockside Park was walking/running (44% of all users overall), which experienced its highest proportion in July at 68% of total activities. The next highest activity (rest/relaxation – 26% overall) experienced its highest proportion in September at 40%.

The following chart shows the distribution of PAOT by activity type for each area of the park:

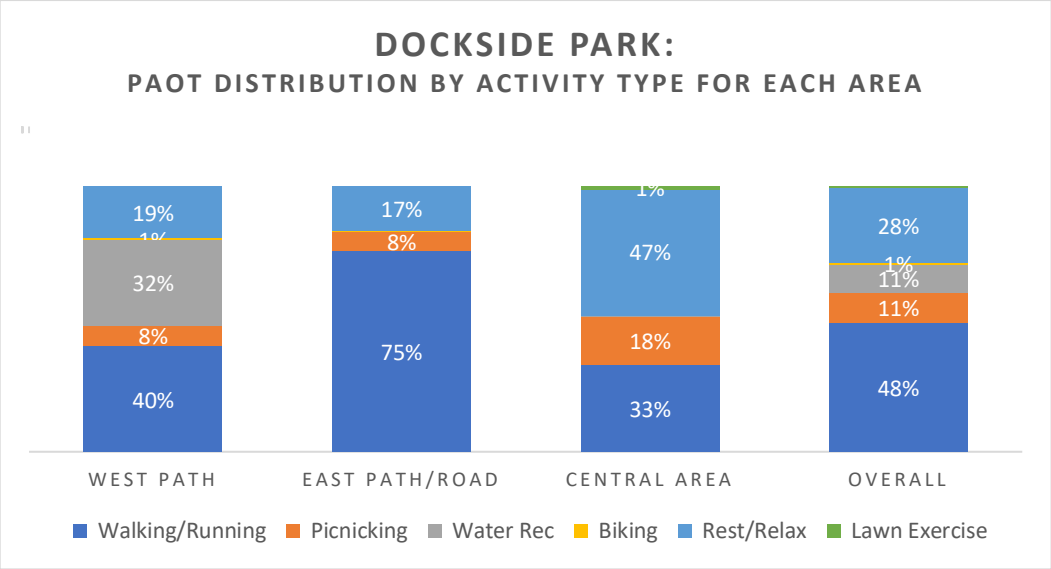


Figure 26 – Dockside Park PAOT distribution by activity type for each park area

As the above chart shows, walking/running was highest on the east path/road at 75%. Picnicking was highest in the central area at 18%. Rest/relaxation was highest in the central area at 47%. Water recreation was confined to the west path (32% of west path users).

The following chart is the reverse of the previous chart, and shows the distribution of PAOT by area for each activity type:

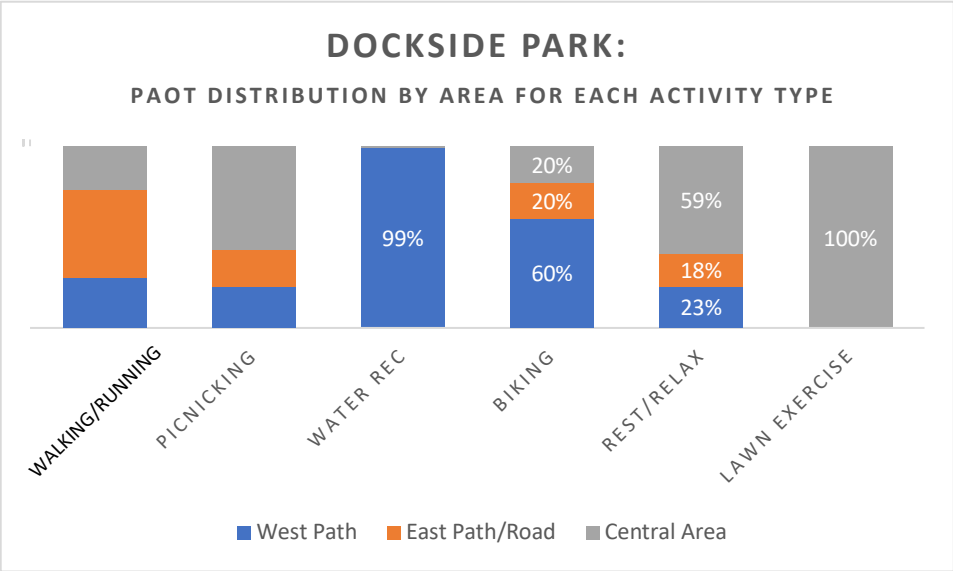


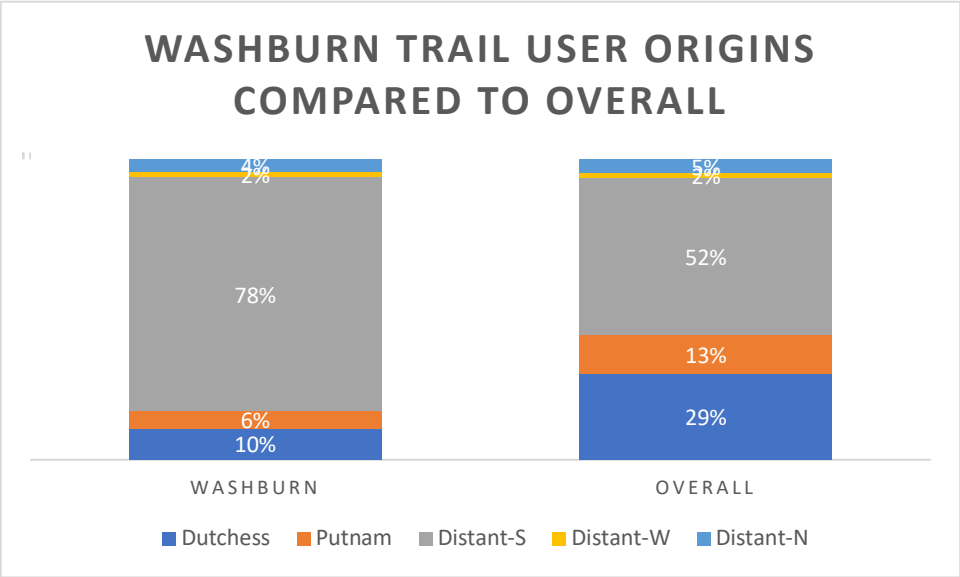
Figure 27 – Dockside Park PAOT distribution by area for each activity type

The above chart highlights where the activity types were concentrated: walking running on the east path/road (49% of all walking/running), picnicking in the central area (57%), water recreation on the west path (99%), biking on the west path (60%), rest/relaxation in the central area (59%), and lawn exercise in the central area (100%).

Figure 28 - mixed uses at Dockside Park

Washburn Trailhead

The following chart shows the distribution of Washburn Trail user origins compared to the overall for users surveyed:



As the above chart shows, Washburn Trail had a higher percentage of users from south origins and lower percentages from Putnam and Dutchess counties.

The following chart shows the hourly number of hikers entering Washburn Trail from 8 AM to 5 PM for each indicated day grouping:

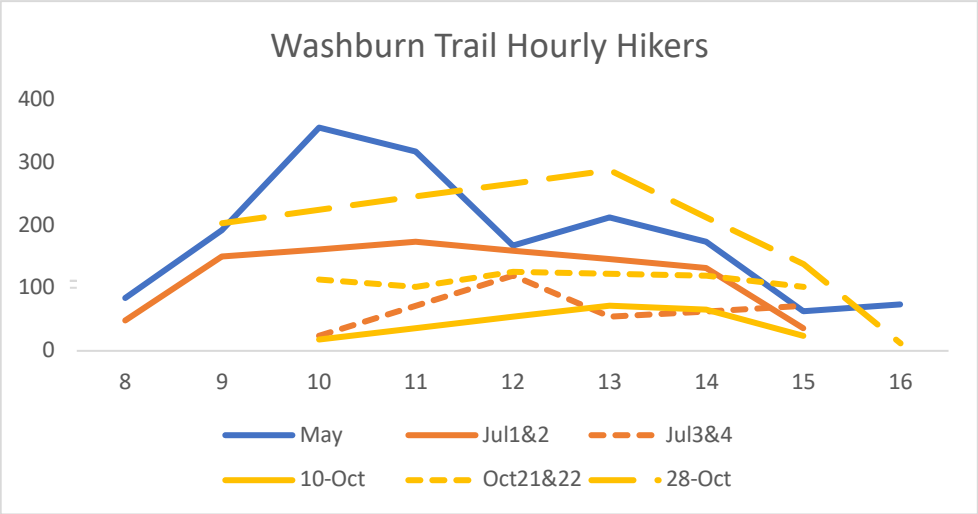


Figure 29 – Washburn Trail Hourly Hikers for each indicated day groupings

The days were grouped by month and similar hiker counts. As the above chart shows, the highest counts were experienced in May and October 28.

The following chart condenses the above data into a simpler summary for each of the day groupings showing the average and maximum number of hourly hikers:

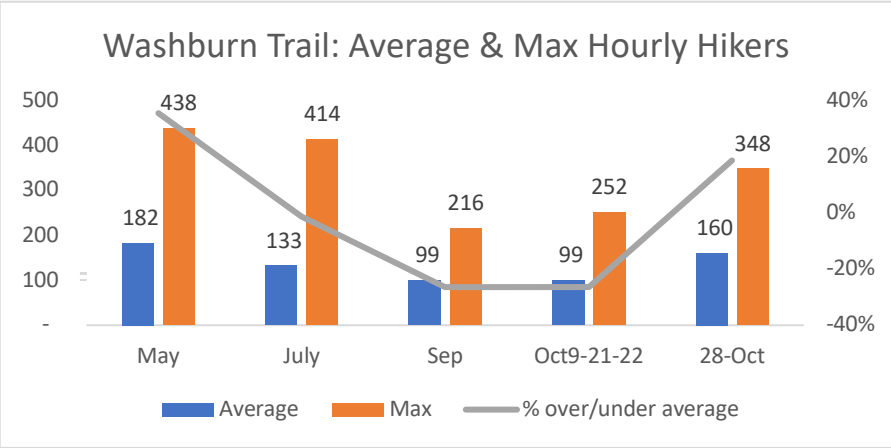


Figure 30 – Washburn Trail Average & Maximum hourly hikers for indicated day groupings

Again, May and October 28 are shown to have the highest hourly hiker counts, with July also experiencing high hiker counts.

Since exiting hikers were also documented, the average hiking time can be estimated. The following chart shows the calculated hiking times for each day grouping:

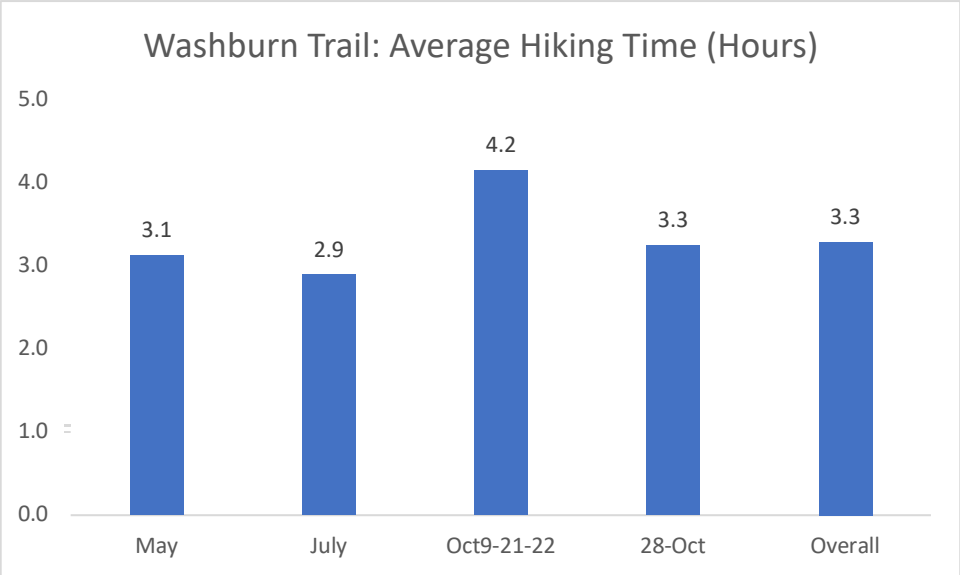


Figure 31 – Washburn Trail Average Hiking Time for indicated day groupings

The overall average hiking time for Washburn Trail hikers is estimated at 3.3 hours, with the longest time experienced in October at 4.2 hours, possibly due to hikers enjoying the fall foliage season.

Hikers were counted in two areas related to Washburn Trail: (1) in the trailhead area, and (2) the first approximate 100-foot segment of the trail. The following chart shows the hourly hiker PAOT for these two areas from 8 AM to 5 PM by the indicated day groupings:

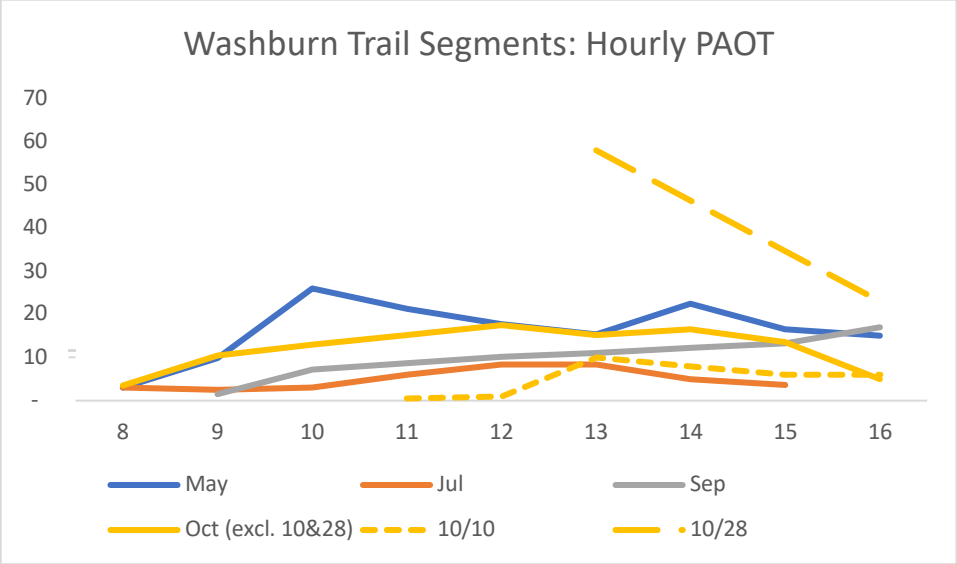


Figure 32 – Washburn Trail – Hourly PAOT for observed trail segments by indicated day groupings

Similar to the previous hourly hiker counts, the highest PAOTs were experienced in May and on October 28. Although July also experienced high hiker counts, the corresponding PAOTs were very low, indicating that hikers may have spent less time in the trailhead area during July (also supported by the chart on the next page).

The following chart shows the equivalent data in condensed form – average and maximum hourly PAOT:

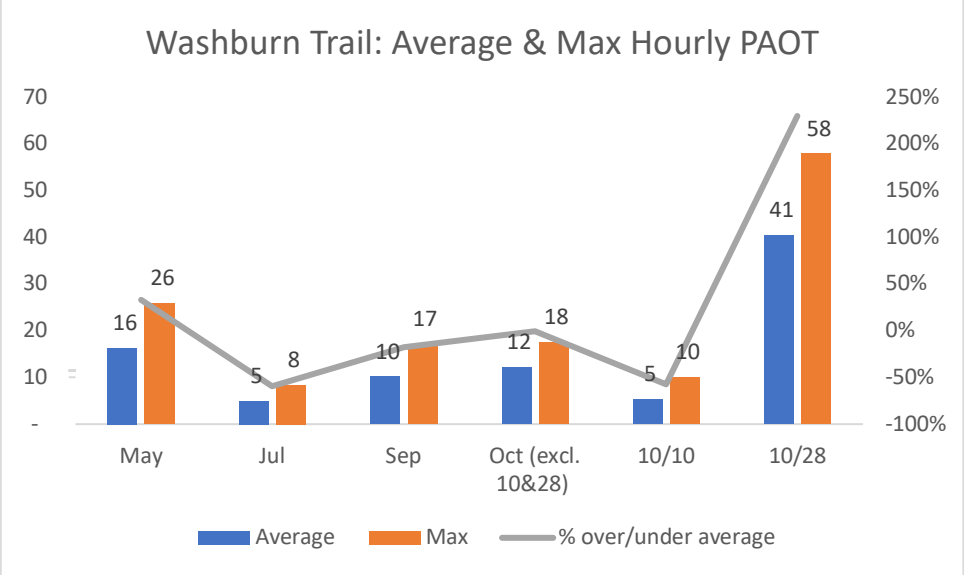


Figure 33 – Washburn Trail Average Hourly & Maximum PAOT for indicated day groupings

The following chart shows the PAOT distribution between these two areas for each month and overall:

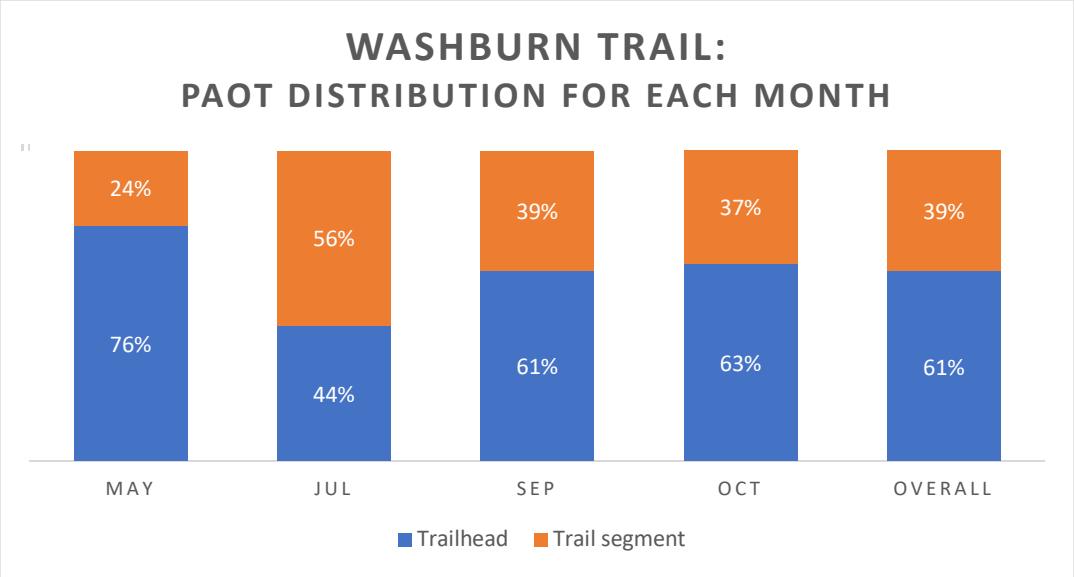


Figure 34 – Washburn Trail PAOT distribution by trail area for each month

As the above chart shows, overall, 61% of the hikers were in the trailhead area and 39% were on the trail segment. It is estimated that hikers spent an average of 25 seconds in the trail segment and 40 seconds in the trailhead area. The reduced percentage in the trailhead area in July appears to correspond to the lower PAOTs compared to the hourly hiker counts – it is estimated that hikers spent just 20 seconds in the trailhead area during July.

The following chart shows the hourly number of parked vehicles for each day grouping, from 8 AM to 5 PM, compared to the parking lot capacity of 82:

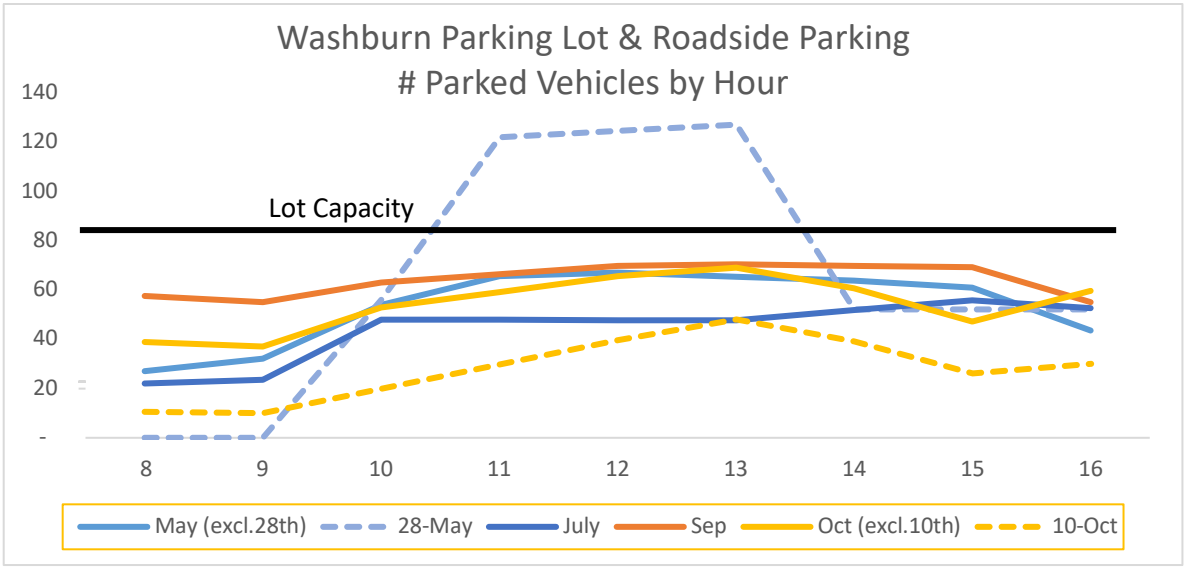


Figure 35 – Washburn Parking Lot & Roadside Parking: # Vehicles by Hour for indicated day groupings

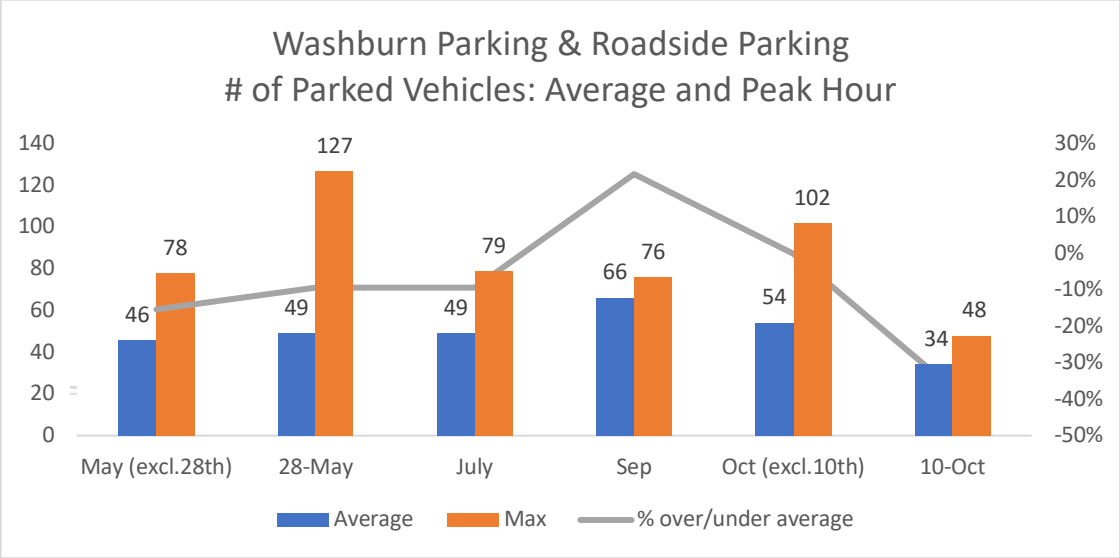


Figure 36 – Washburn Trail Average and Peak # of parked vehicles by indicated day groupings

Figure 37 - Washburn lot at peak demand

Little Stony Point

The following chart shows the hourly number of users at the Little Stony Point Trail by hour of the day from 8 AM to 5 PM for each indicated day grouping:

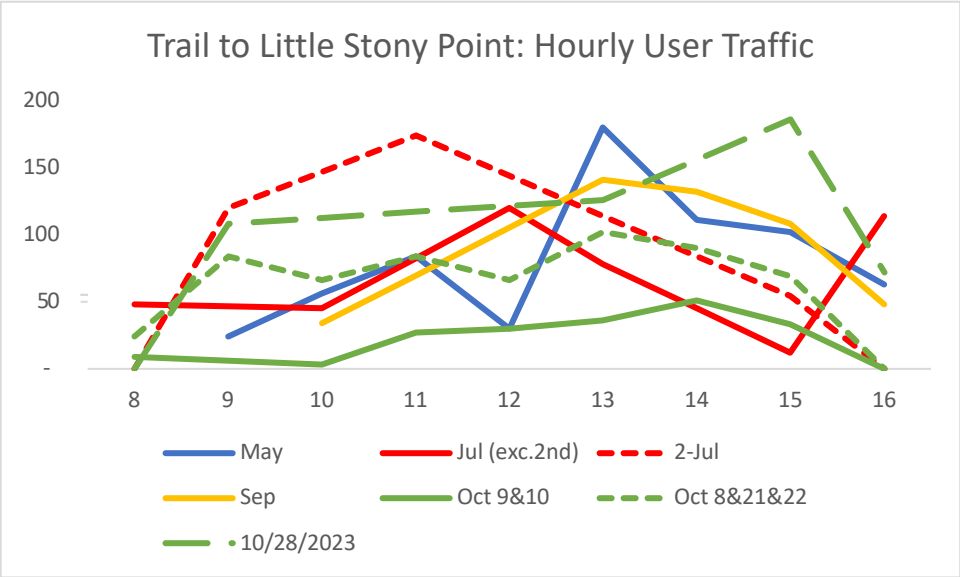


Figure 38 – Trail to Little Stony Point: Hourly User Traffic for indicated day groupings

Trail use was highest in May, July, and October 28, and was fairly evenly distributed over the course of the day.

The following chart displays the above plots in a more condensed form: average hourly # hikers and maximum hourly hikers for each day grouping:

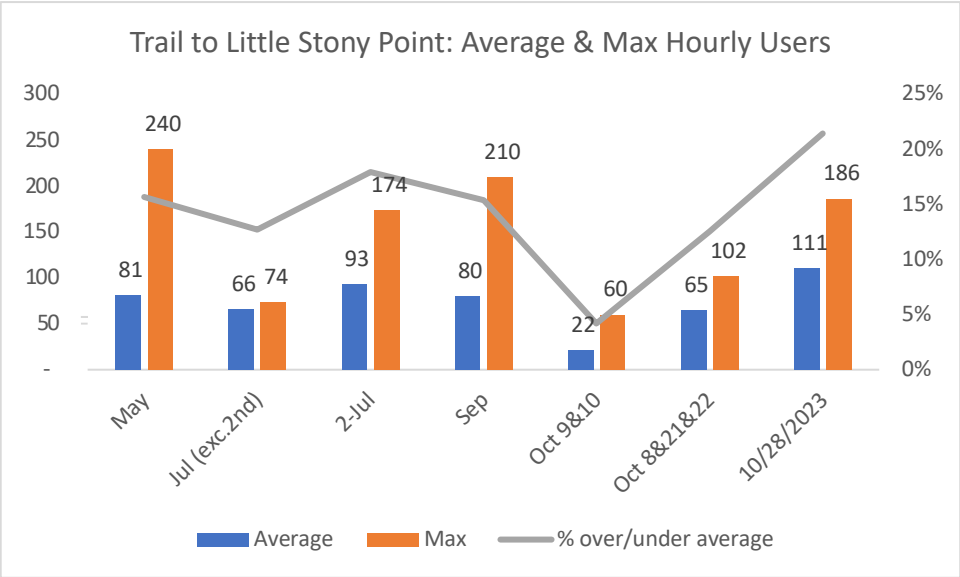


Figure 39 – Trail to Little Stony Point Average & Peak hourly # users by indicated day groupings

The collected data was found to be insufficient to develop estimates for the average user dwell time at Little Stony Point, but it was observed that dwell times varied seasonally, according to the changing use patterns. In May, dwell times were relatively short, as there were no unique conditions to hold users' interest for very long. Dwell times increased in September due to the popularity of the beach area

which sustained long dwell times for beach users. Dwell times were also longer in October, as the fall foliage held visitors interest, especially at the overlook area.

The following chart shows the PAOT by hour of the day from 8 AM to 5 PM for each indicated day grouping:

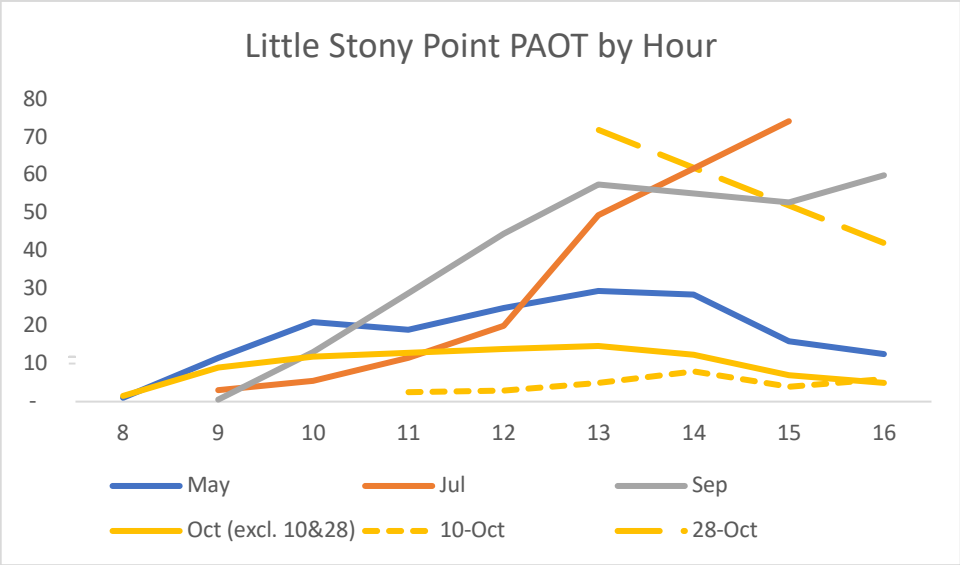


Figure 40 – Little Stony Point PAOT by Hour for indicated day groupings

The highest PAOTs were experienced in the afternoon period during July, September, and on October 28.

The following chart provides a condensed version of the above data:

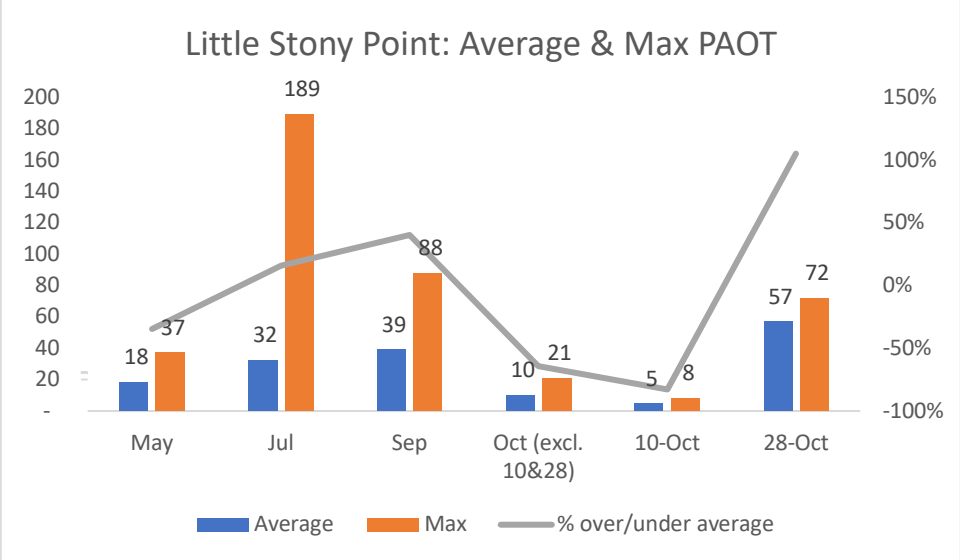


Figure 41 – Little Stony Point Average & Maximum PAOT for indicated day groupings

The following chart shows the distribution of the PAOT by individual section of Little Stony Point (LSP), including LSP trailhead, trail to LSP, LSP Overlook, lower trail, and beach:

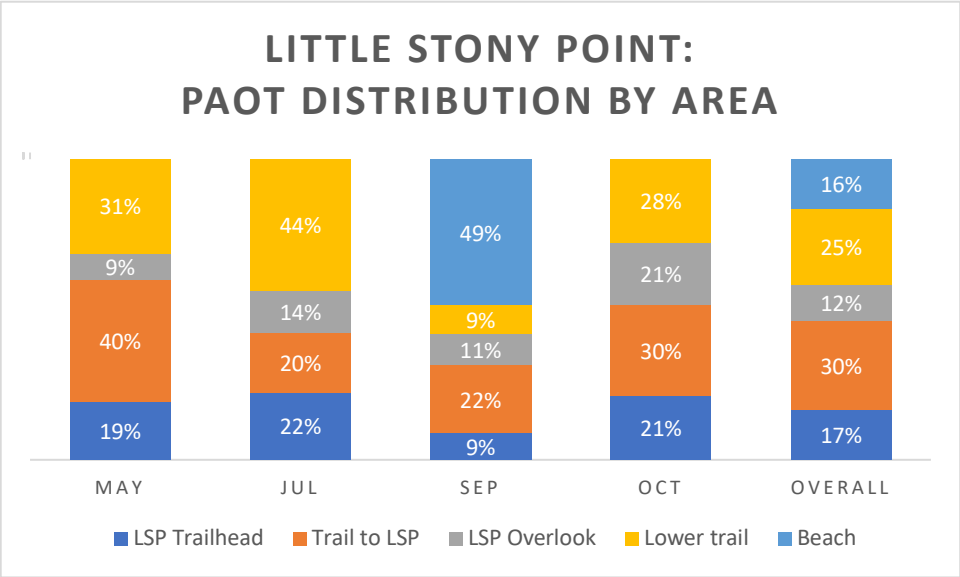
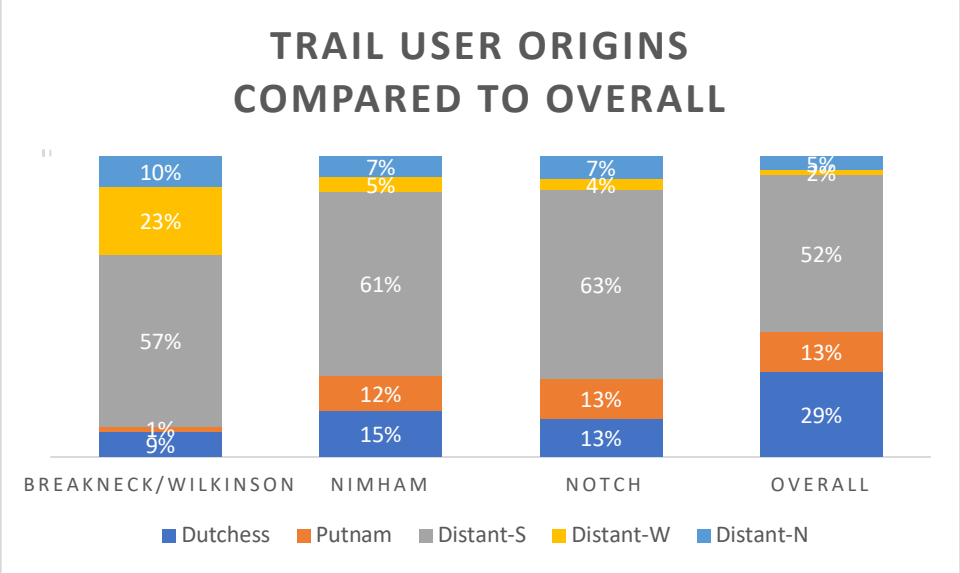


Figure 42 – Little Stony Point PAOT Distribution by Area for each month

As the above chart shows, the PAOT percentage for the trail to LSP was highest in May (40%) and October (30%). LSP Overlook was highest in October, likely due to visitors' interest in fall foliage. Beach usage was only documented during the September period – 49% of the total PAOT for September. The lower trail was lowest in September, because users spent the majority of their time at the beach.

Breakneck/Wilkinson Trailhead Area

The following chart shows the distribution of user origins for Breakneck Ridge, Ninham, and Notch trails compared to that for the overall users surveyed. Note that, for Breakneck Ridge Trail, the distribution is based on the 2022 Steward survey – the other trails are based on the 2023 ORCA online survey.



As the above chart shows, the distributions are similar for all three trails, except for a higher percentage of Breakneck/Wilkinson users from west origins and lower percentage from Dutchess County.

The following chart shows the average hourly # of hikers for each day grouping from 8 AM to 4 PM at Breakneck Ridge Trail:

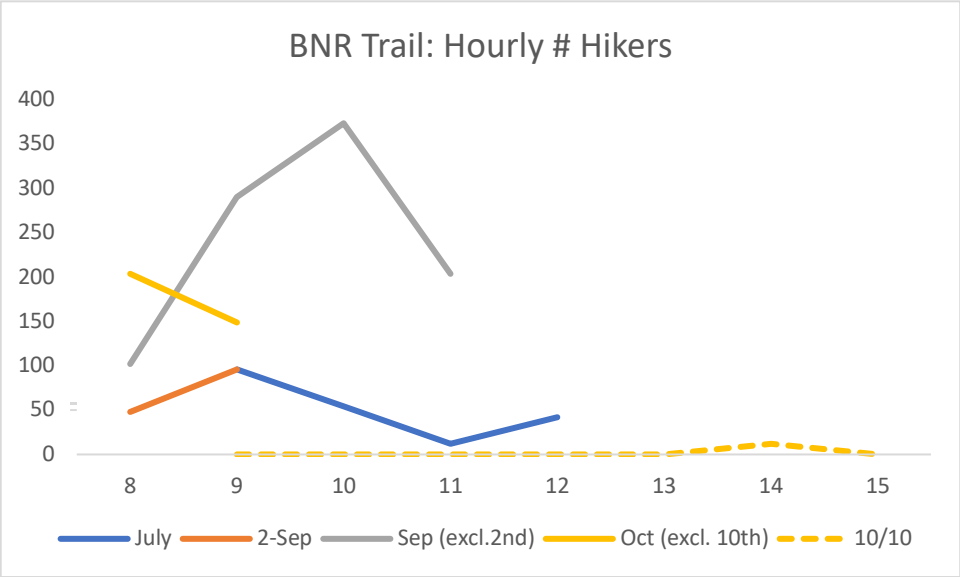
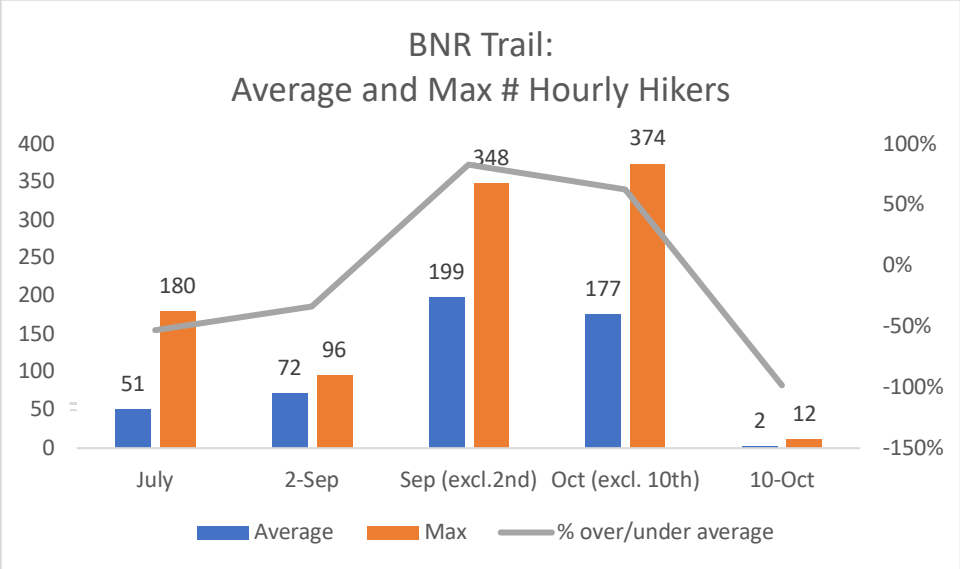


Figure 43 – Breakneck Ridge Trail Hourly # of Hikers for indicated day groupings

The above chart shows that September consistently experienced the highest number of hikers over the course of the day, and the 8-10 AM period in October also had high hiker counts, although this was before the hiker surge from the MNR, so it is not known why this count was so high.

The following chart redisplays the information from the above chart in a simpler format:



As described above, September and October experienced the highest hiker counts. The low counts experienced on October 10 are interesting, as it shows the effect of constant rainfall that day.

More extensive data was collected by the BNR Trail stewards in 2020 and 2023. The following chart shows the average hiker count by hour for each month from 8 AM to 6 PM (2020 & 2023 combined):

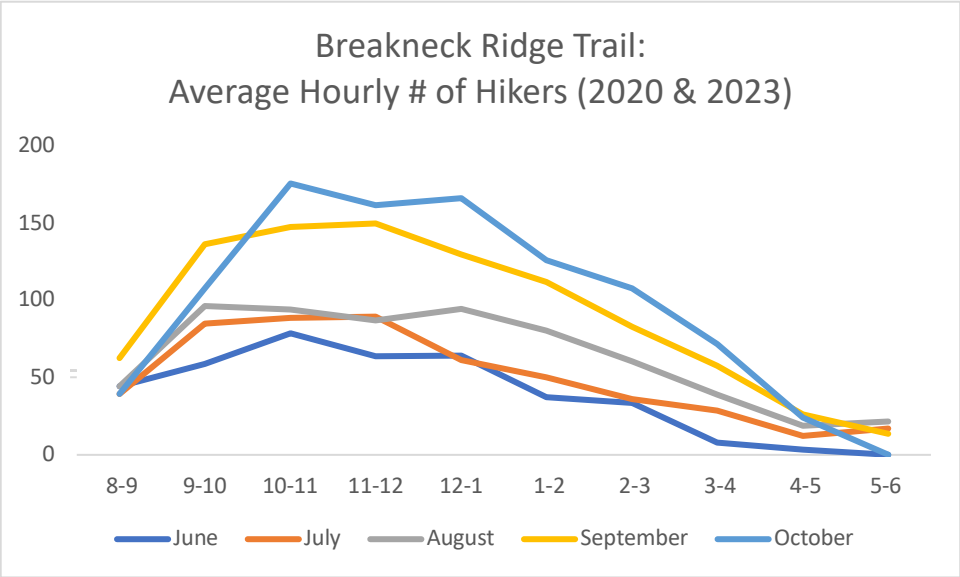


Figure 44 – Breakneck Ridge Trail – Average Hourly # of Hikers by Month

Both of the above charts show that the highest hiker counts were experienced in October, and that September counts were also high.

The following chart compares the hourly hiker (steward) counts from 8 AM to 7 PM for 2020 vs 2023:

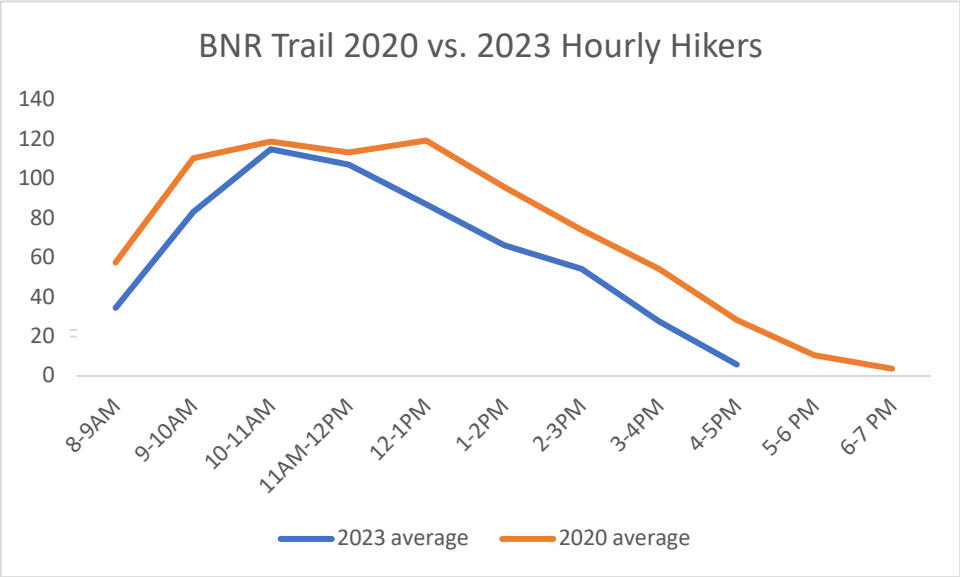


Figure 45 – 2020 vs. 2023 Breakneck Ridge Trail Hourly # of Hikers

2023 hiker counts dropped by 25% from 2020. 2020 was the year most affected by COVID-19 and there were fewer available recreational alternatives, so it appears that current hiker demand has not yet caught up to the previous level.

The following chart shows the average hourly hiker count from 8 AM to 6 PM for three scenarios: (1) Peak Day (a Saturday in October 2020 with 2,100 daily hikers), average of top-5 days (1,700 daily hikers), and overall average (680 daily hikers):

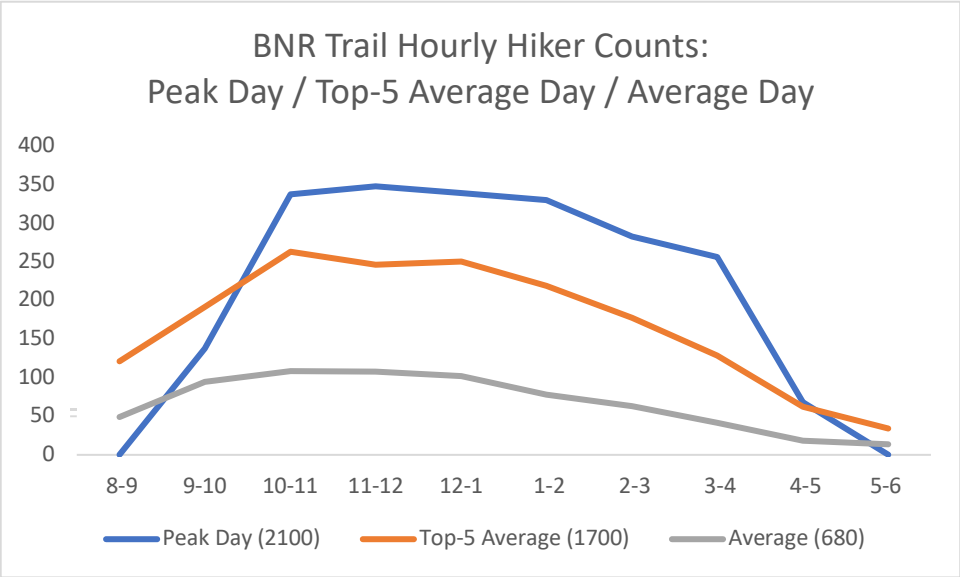


Figure 46 – Breakneck Ridge Trail Hourly Hiker Counts: Peak Day, Top-5 Average, and Average

For the Peak Day, hourly hikers reached almost 350 (11-12 PM); for the top-5 average, 260 hourly hikers were experienced; and 110 for the average day.

The following chart shows the hourly hiker counts from 9 AM to 5 PM for the indicated day groupings:

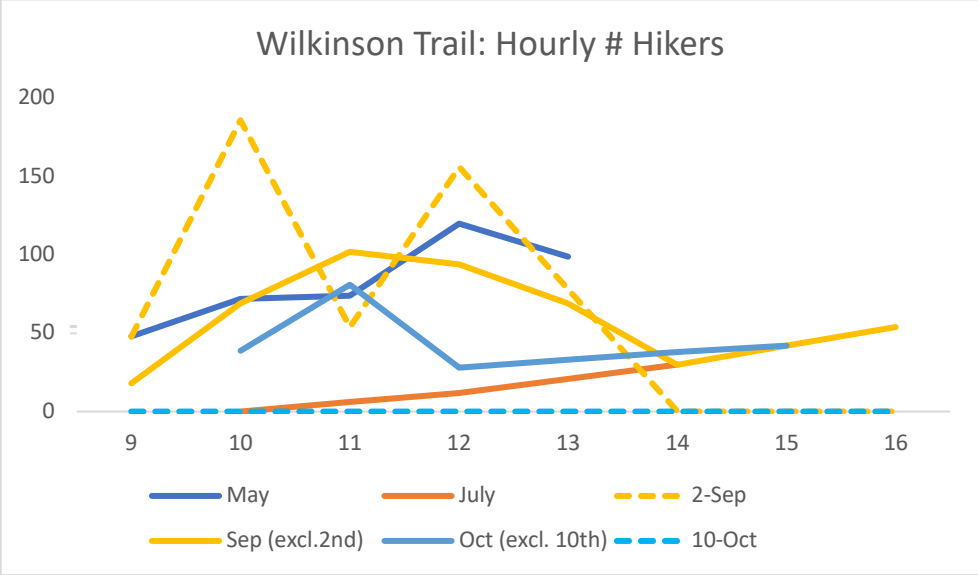


Figure 47 – Wilkinson Trail Hourly # Hikers for indicated day groupings

As the above chart shows, the highest hiker counts were observed on September 2. On October 10, when heavy consistent rain occurred, there were no hikers observed on this trail.

The following chart displays the same information in a simpler format, including average hourly and maximum hourly # of hikers for each indicated day grouping:

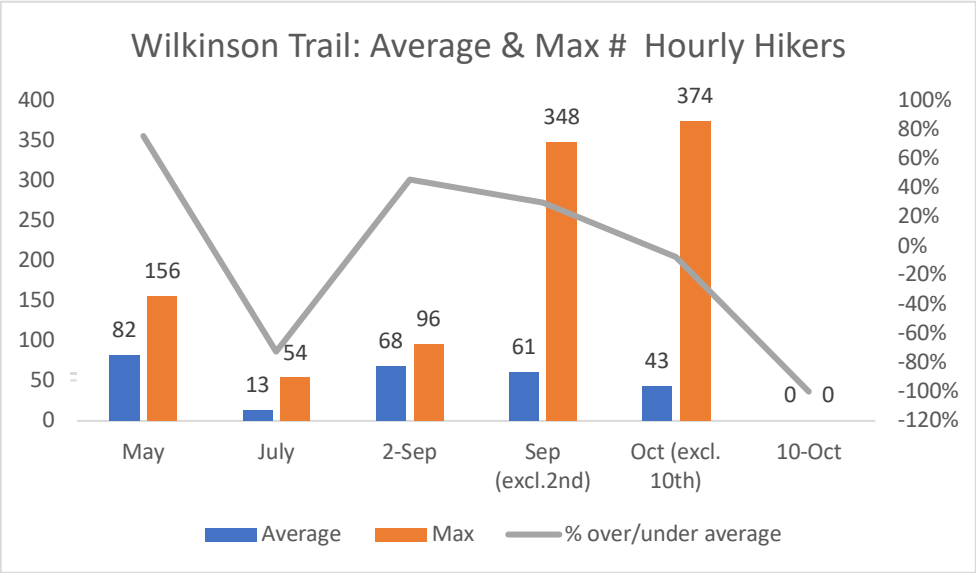


Figure 48 – Wilkinson Trail Average & Maximum # of Hourly Hikers for indicated day groupings

Breakneck Ridge Trail vs. Wilkinson Memorial Trail Hiker Split

Analyzing the days during which both trails were open, it is estimated that the split of arriving hikers between the two trails is 70% Breakneck / 30% Wilkinson.

The distribution for exiting hikers was different however – about half of the hikers exited at Breakneck Ridge Trail and half at Wilkinson Memorial Trail - although the results are inconclusive at this time, it may suggest that many of the hikers that start on BNR Trail return on Wilkinson Trail.

Hourly PAOT

PAOT counts were collected at the trailhead areas, segments of the trail, BNR steward station, and BNR Upper Overlook. The following chart shows the PAOT by hour from 8 AM to 5 PM for the combined Breakneck and Wilkinson areas that were observed:

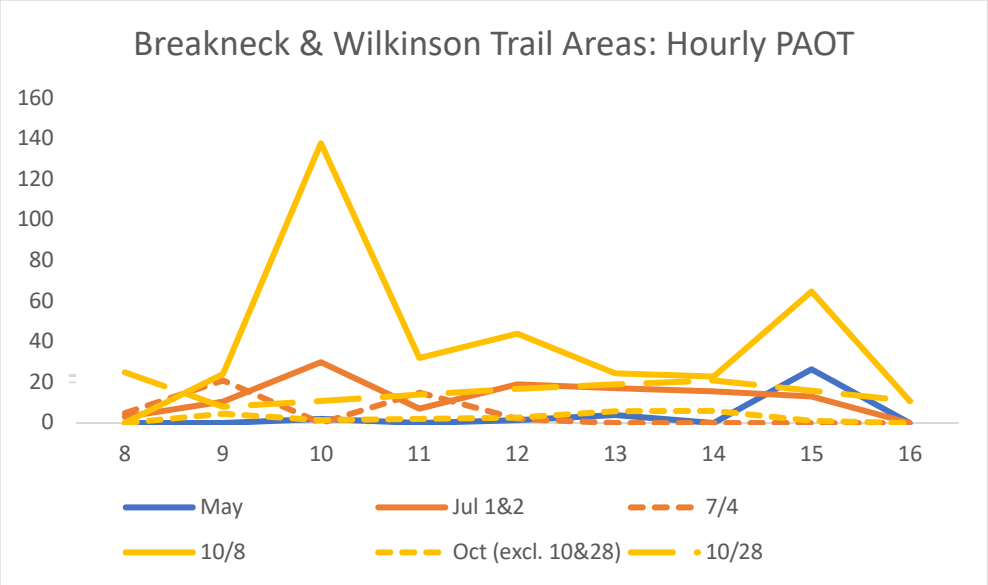


Figure 49 – Breakneck & Wilkinson Areas: Hourly PAOT for observed areas by indicated day groupings

PAOT counts all remained low throughout the study days, except for October 8 when the counts were higher, including a large spike during the 11 AM to Noon hour – this was caused by the two MNR arrivals that hour, depositing 237 passengers.

The following chart shows the same data seen above in a simpler format, average PAOT and maximum PAOT for each day grouping:

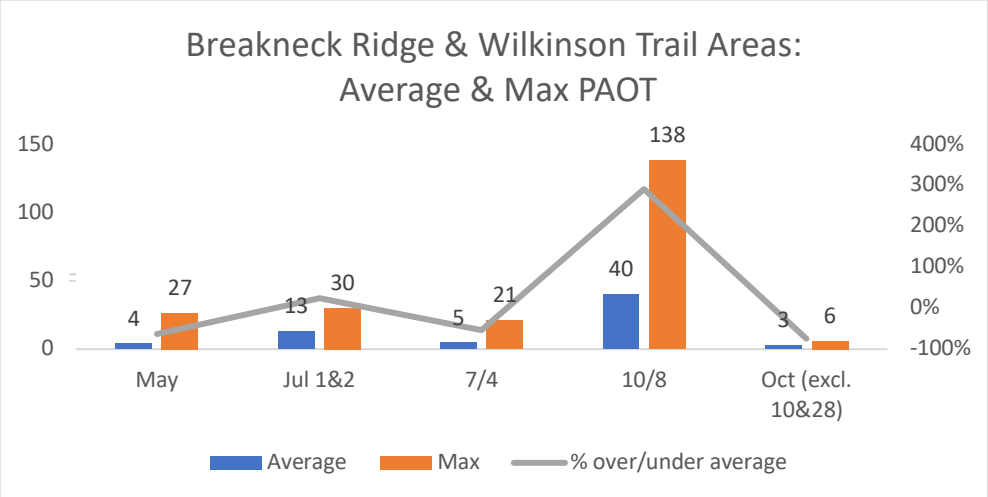


Figure 50 – Breakneck & Wilkinson Areas: Average & Maximum PAOT by indicated day groupings

The following chart shows the distribution of PAOT by each area counted during the study periods, BNR steward station, BNR upper overlook, Wilkinson Trailhead areas, and a segment of Wilkinson Trail:

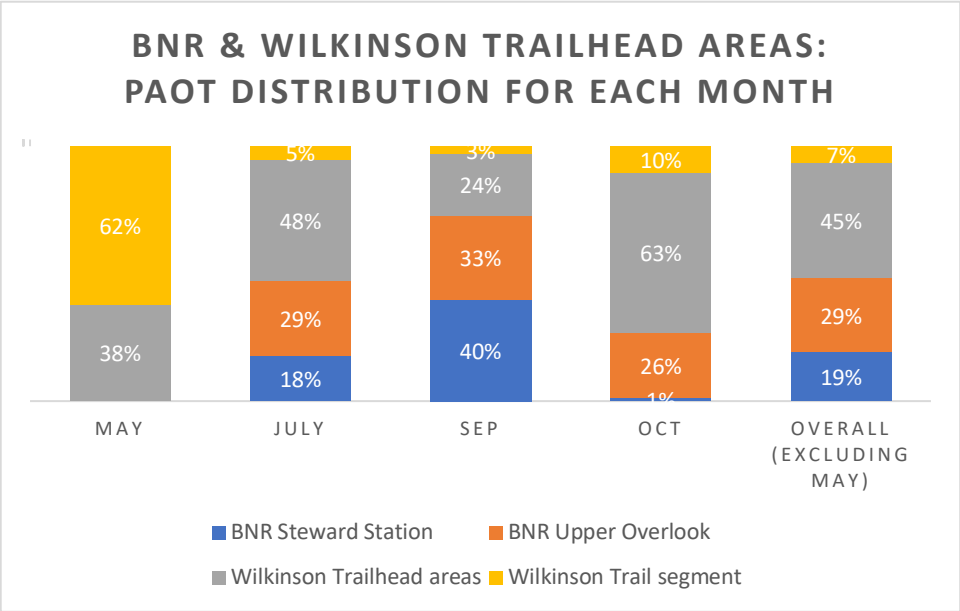


Figure 51 – Breakneck & Wilkinson Areas: PAOT distribution by indicated areas

During the May study days, the PAOT counts were concentrated in the Wilkinson trailhead areas, as BNR Trail was closed during that period. Overall, the highest concentrations were at the BNR upper overlook (38%) and Wilkinson Trailhead areas (30%).

Figure 52 - Wilkinson trailhead during BNR construction

Breakneck MNR Station

The following chart shows the number of MNR passenger arrivals for each MNR stop, from 9 AM to 1 PM, during the study period:

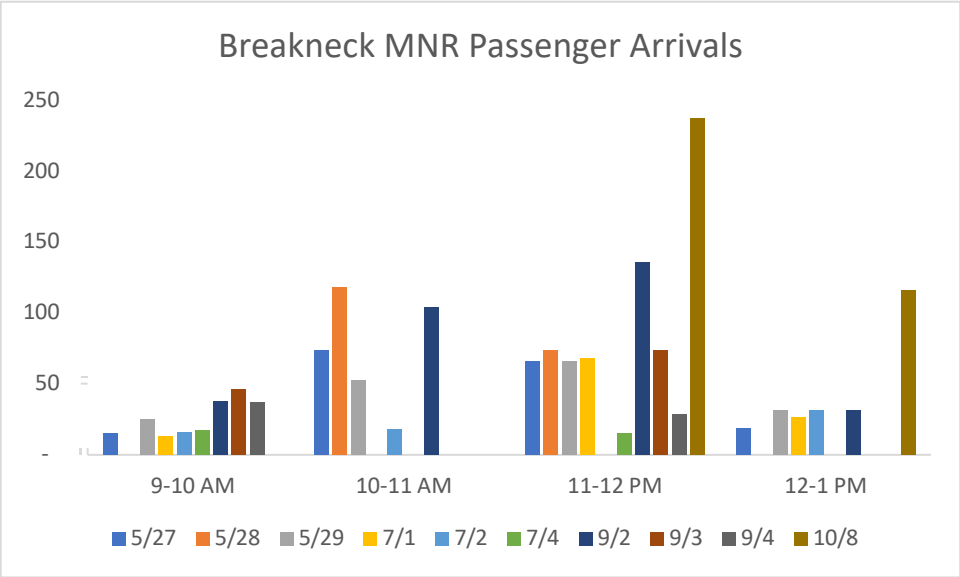


Figure 53 – Breakneck MNR Passenger Arrivals by Hour and Date

The highest passenger count was documented during the 11 AM – 12 PM period on October 8, and there were regular occurrences of passenger counts ranging from 100 to 140 per train.

The following chart plots the hourly MNR passenger arrivals from 9 AM to 1 PM for each of the indicated day groupings:

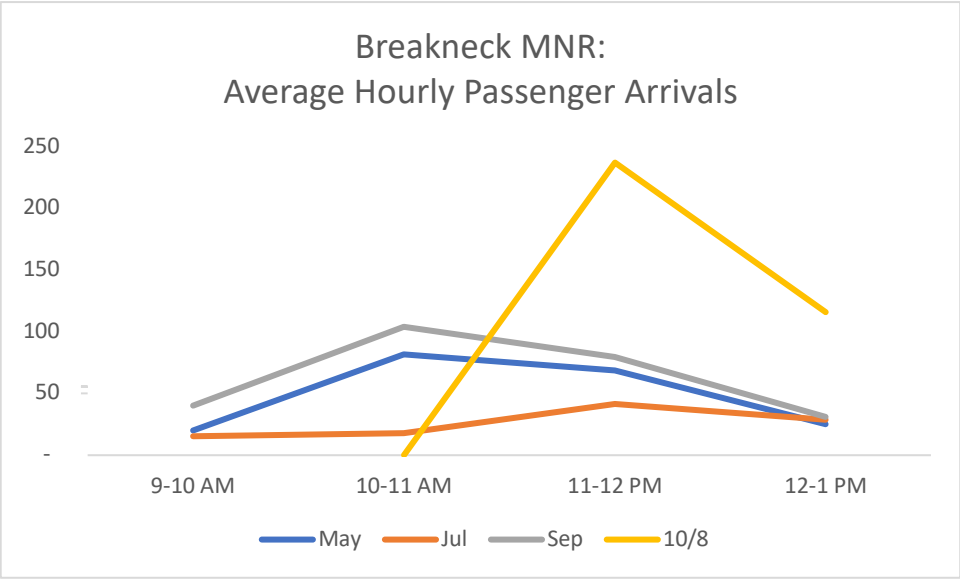


Figure 54 – Breakneck MNR Average Hourly Passenger Arrivals for indicated day groupings

The highest counts were documented on October 8 – hourly passenger arrivals reached almost 240 for the 11 AM to 12 PM hour.

The following chart provides a condensed version of the above chart, including average hourly and peak hour passenger arrivals:

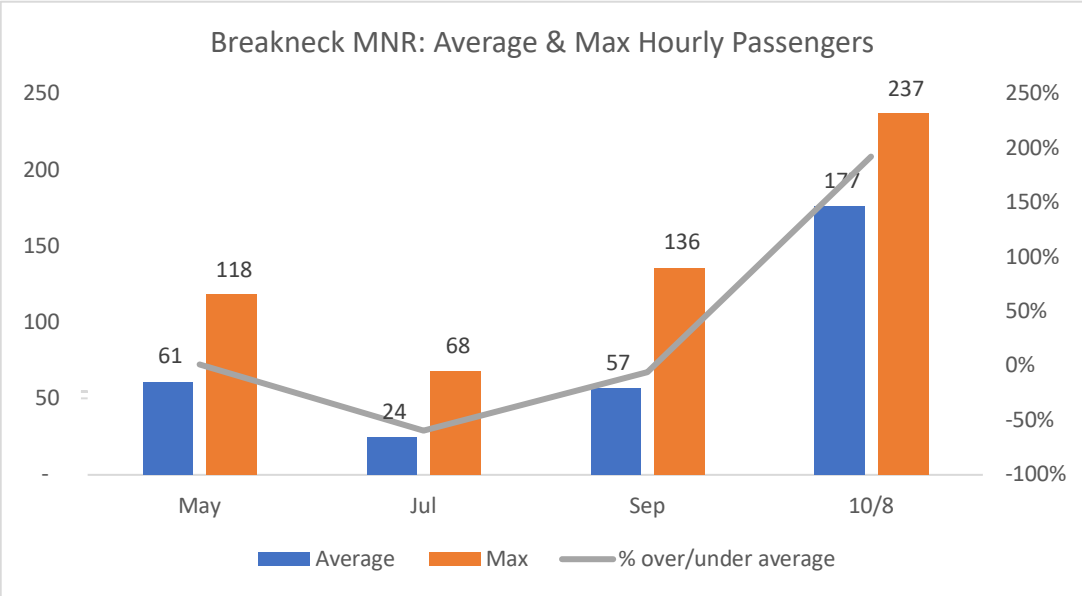


Figure 55 – Breakneck MNR: Average & Maximum # of Hourly Passengers for indicated day groupings

Breakneck/Wilkinson Parking

The following chart shows the number of parked vehicles by hour from 8 AM to 5 PM for May, September, and October, compared to the available parking capacity of 156 (including roadside parking):

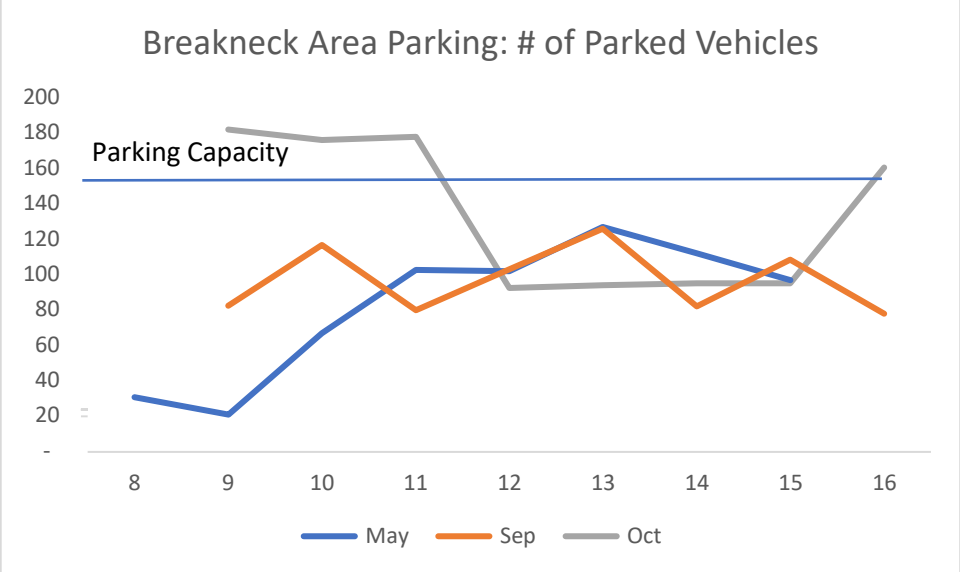


Figure 56 – Breakneck Parking: # of Parked Vehicles by Hour for each month

The parking capacity was reached only during the morning hours in October.

The following chart provides a condensed version of the above data, showing average hourly and maximum hour # of parked vehicles:

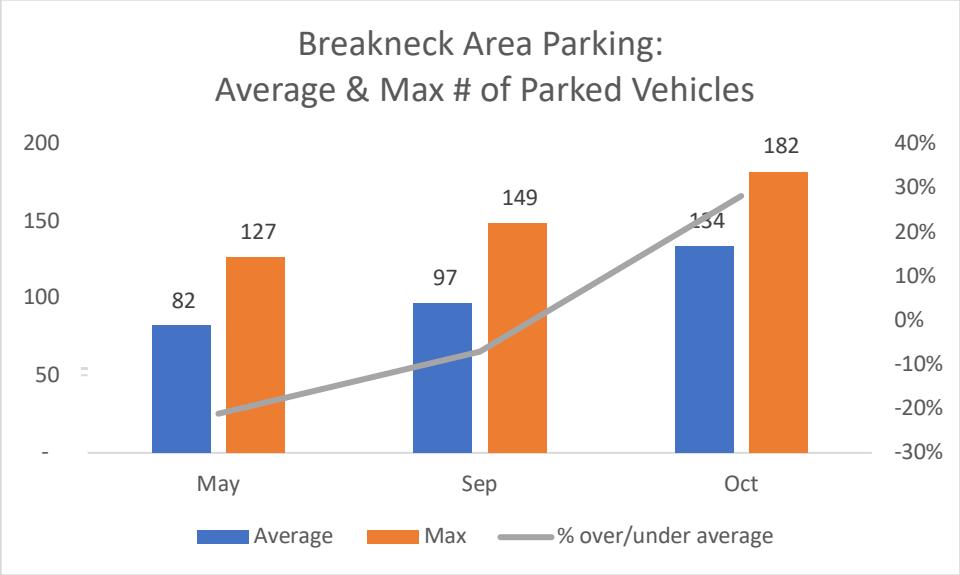


Figure 57 – Breakneck Parking: Average & Maximum # of Parked vehicles by month

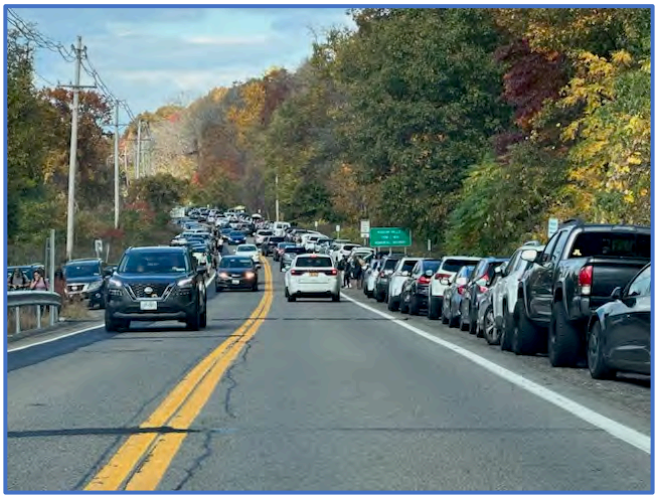


Figure 58 - BNR parking at peak visitation

Mt. Beacon Trailhead Area

The following chart shows the average hourly number of hikers entering Mt. Beacon Trail, from 8 AM to 5 PM:

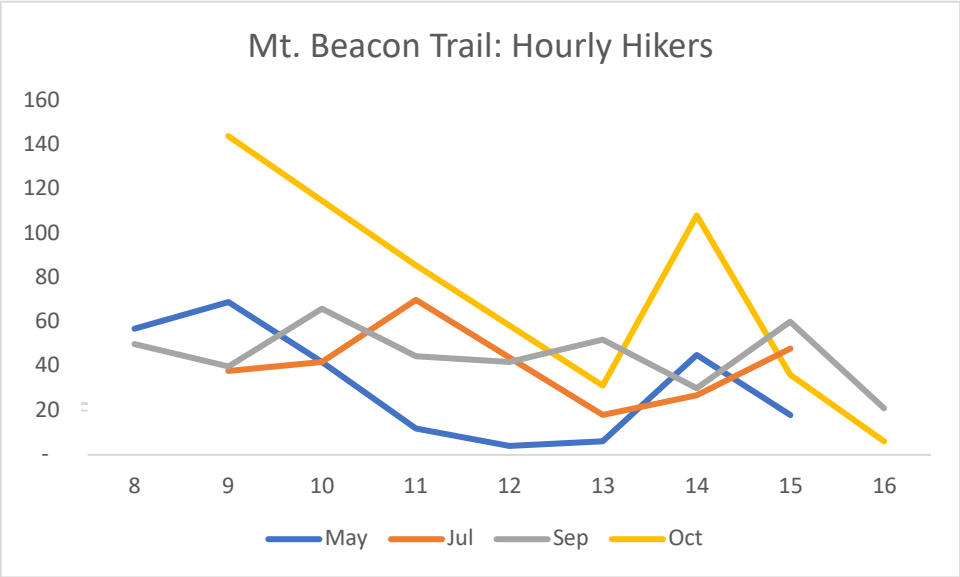


Figure 59 – Mt Beacon Trail: # of Hourly Hikers for each month

Similar to Breakneck Ridge Trail and Washburn Trail, the highest hiker counts were documented for the October study days.

The following chart provides a shortened form of the above data, showing average hourly and maximum hour # of hikers entering the trail:

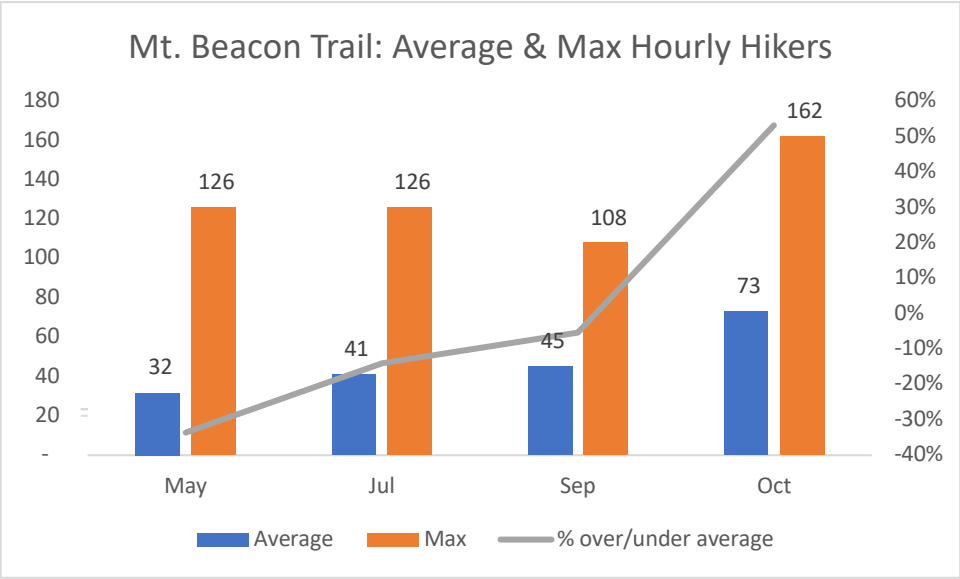


Figure 60 – Mt Beacon Trail: Average & Maximum # of Hourly Hikers by month

Since exiting hiker counts were also taken, the average hiking time could be estimated for each day grouping, as shown in the following chart:

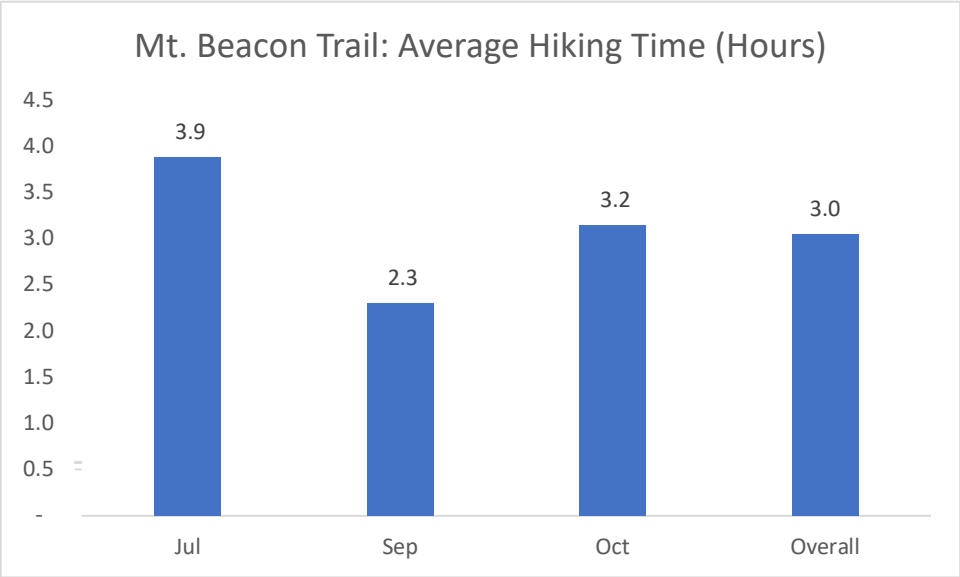


Figure 61 – Mt. Beacon Trail estimated Average Hiking Time by Month

The overall average hiking time is estimated at 3.0 hours.

PAOT counts were collected at the trailhead and the first segment of the trail (approximately 100 feet). The following chart shows the average PAOT by hour from 8 AM to 5 PM for each month of the study period:

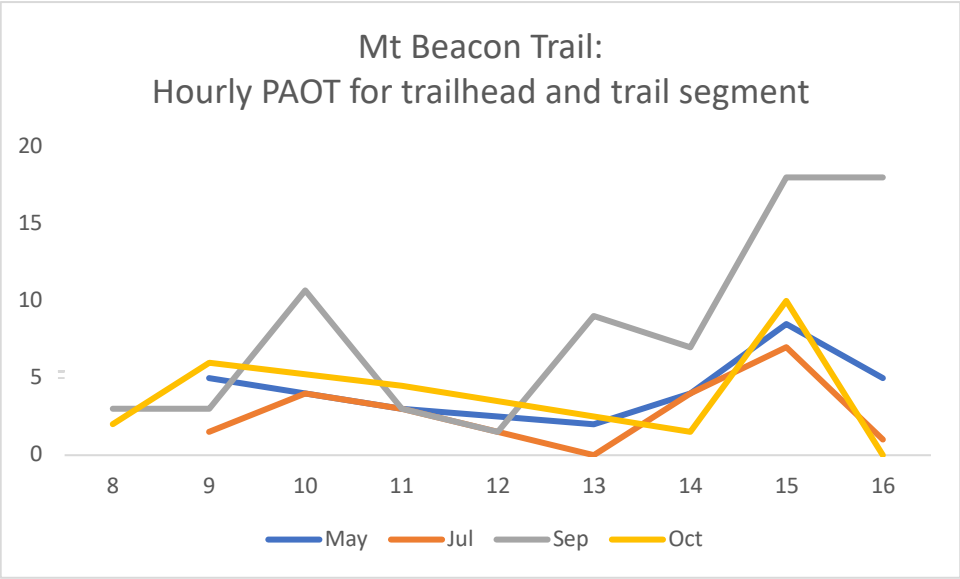


Figure 62 – Mt. Beacon Trail PAOT by Hour for observed areas by Month

The PAOT counts were all very low and inconsistent, so no conclusions can be derived from these results.

The following chart provides the same information as shown above in a condensed format: average hourly and peak hour PAOT for each month:

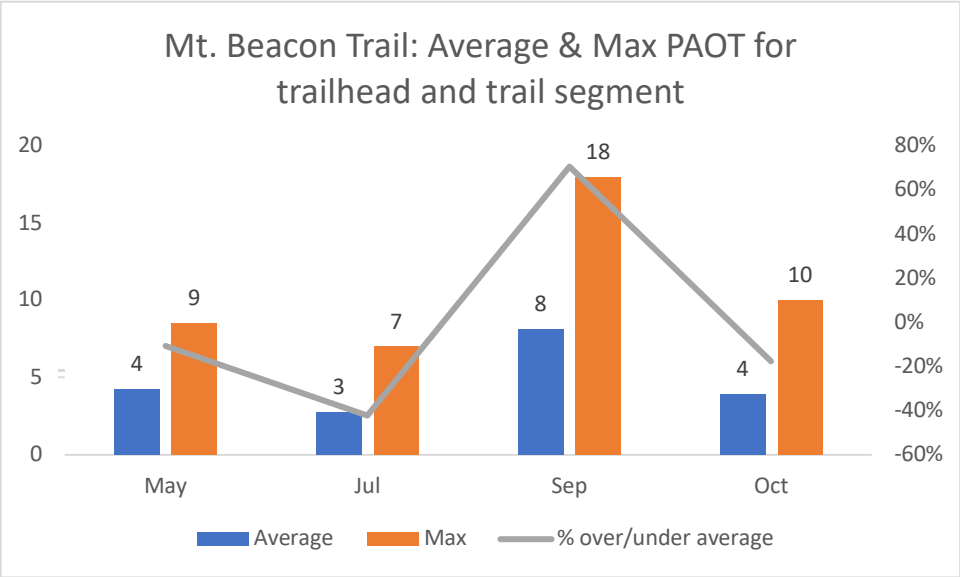


Figure 63 – Mt Beacon Trail Average & Maximum PAOT for observed areas by Month

The following chart shows the average split in the PAOT counts between the trailhead and trail section:

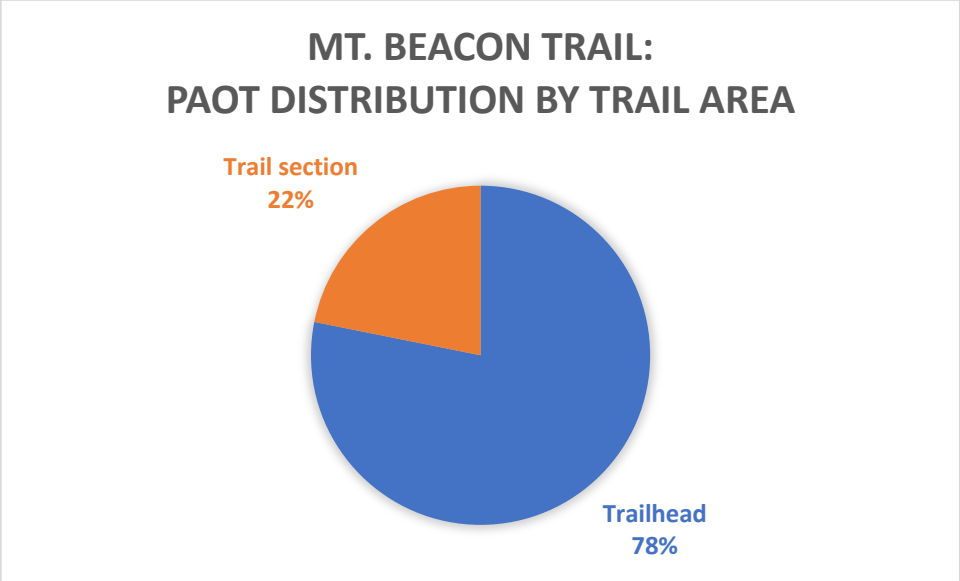


Figure 64 – Mt. Beacon Trail: PAOT Distribution by Trail Area

On average the trailhead experienced 78% of the PAOT and the 100-foot trail section experienced 22%. There was no significant difference in this split by month.

The following chart shows the average number of parked vehicles from 8 AM to 5 PM for each of the indicated day groupings:

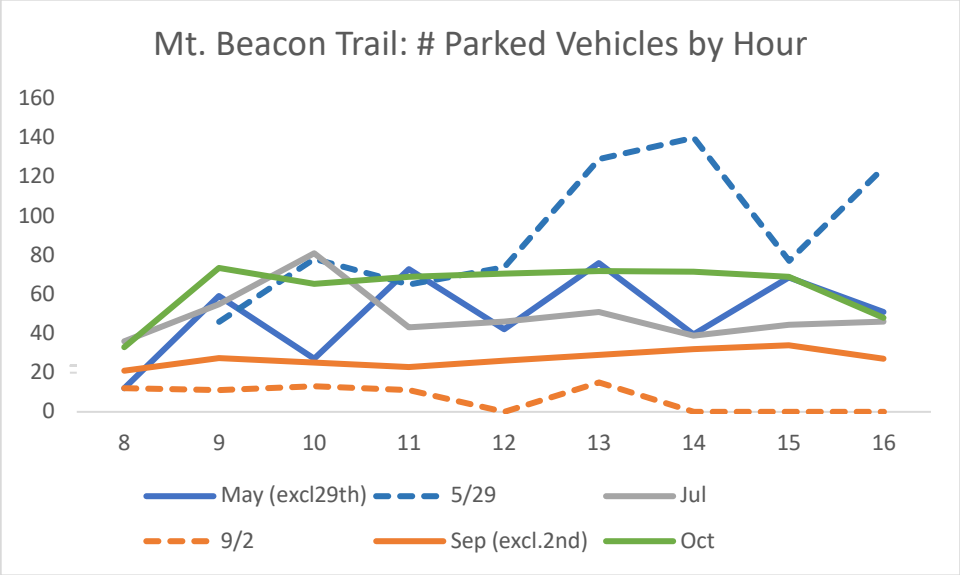


Figure 65 – Mt. Beacon Trail: # of Parked Vehicles by Hour for indicated day groupings

As shown in the above chart, the highest parked vehicle counts occurred in May, July, and October.

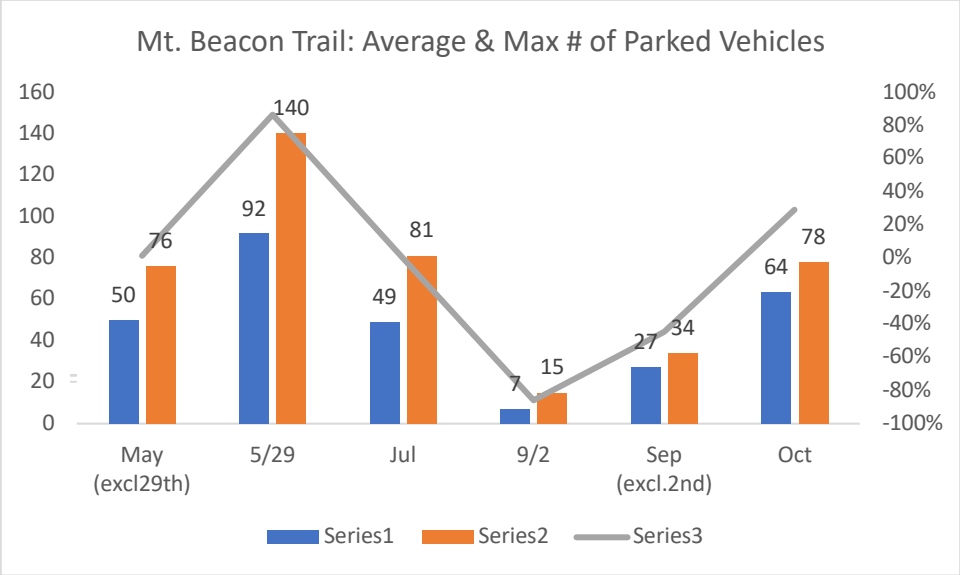


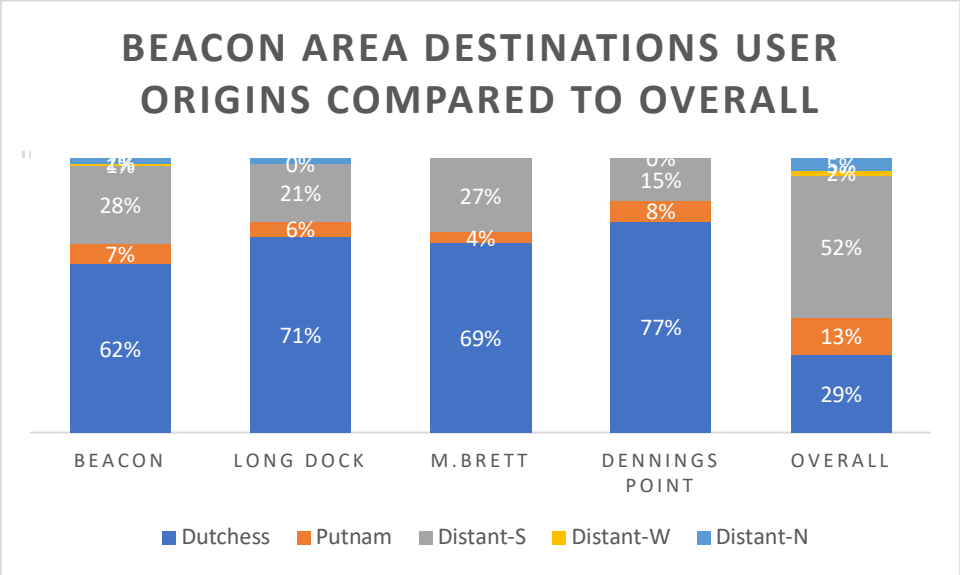
Figure 66 – Mt Beacon Trail: Average & Maximum # of Parked Vehicles for indicated day groupings

In addition to the vehicles parked at the Mt. Beacon Lot, there were also regular occurrences of vehicles parked on the residential streets adjacent to Mt. Beacon, to the point that residents on these affected streets took protective measures to keep their driveways clear (see photo below).

Figure 67 - Mt. Beacon overflow parking onto residential street

Long Dock Park

The following chart shows the distribution of user origins for Beacon area destinations, including Long Dock Park, compared to that of the overall users surveyed:



The above chart shows that the Beacon area destinations all had a higher percentage of users from Dutchess County and lower percentages from Putman County and south origins.

The following chart shows the average hourly PAOT from 8 AM to 6 PM for each of the indicated day groupings:

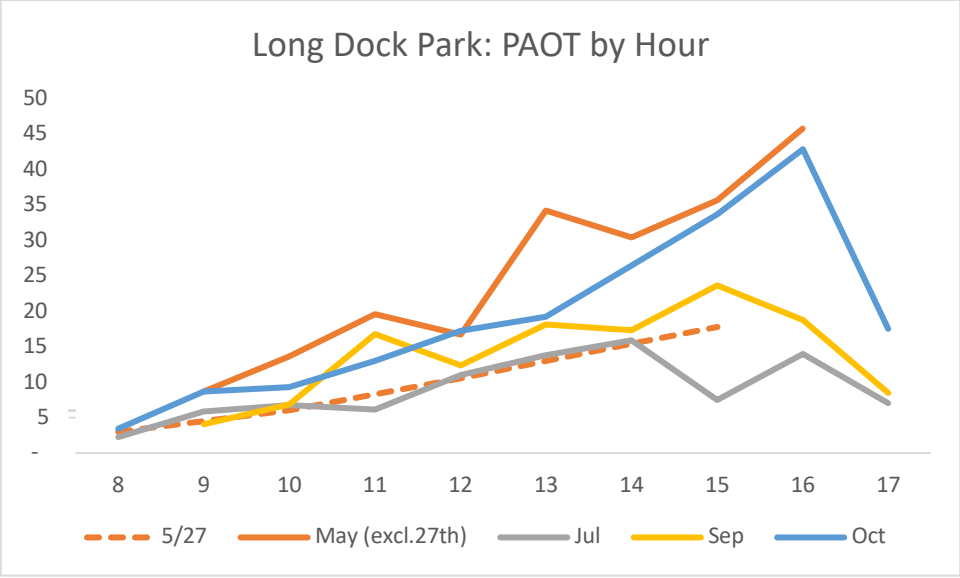


Figure 68 – Long Dock Park: PAOT by Hour for indicated day groupings

As the above chart shows, the highest PAOT counts occurred in May (excluding May 27th) and October. Similar to Dockside Park, there was a consistent trend of increasing PAOT counts over the course of the

day, indicating that more users visited the park during the afternoon hours and, most likely, stayed longer.

The following chart provides a condensed form of the information shown in the above chart, showing average hourly and maximum PAOT:

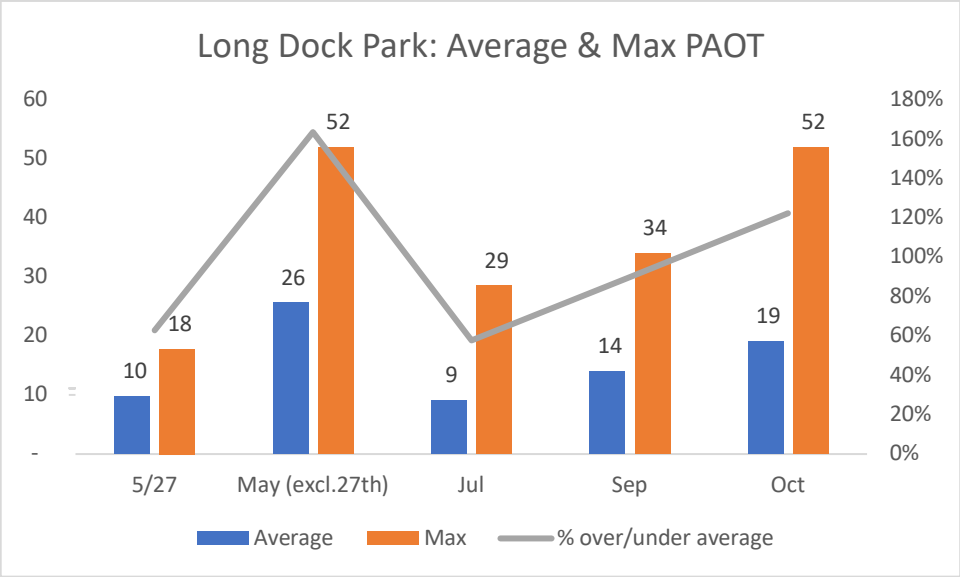


Figure 69 – Long Dock Park: Average & Maximum PAOT by indicated day groupings

The following chart shows the average distribution of Long Dock Park PAOT by the indicated activity types:

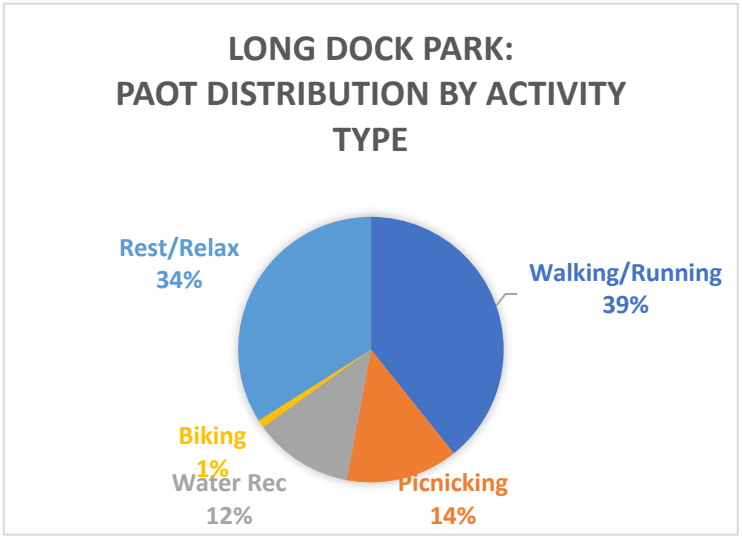


Figure 70 – Long Dock Park: PAOT Distribution by Activity Type

The most popular activity was walking/running (39% of PAOT), followed by rest/relaxation (34%). This distribution for each month was very similar.

Distribution for each month was similar, except that, for October, the PAOT for water recreation dropped to 5% of total PAOT.

The following chart shows the PAOT distribution by activity type for each indicated area of Long Dock Park:

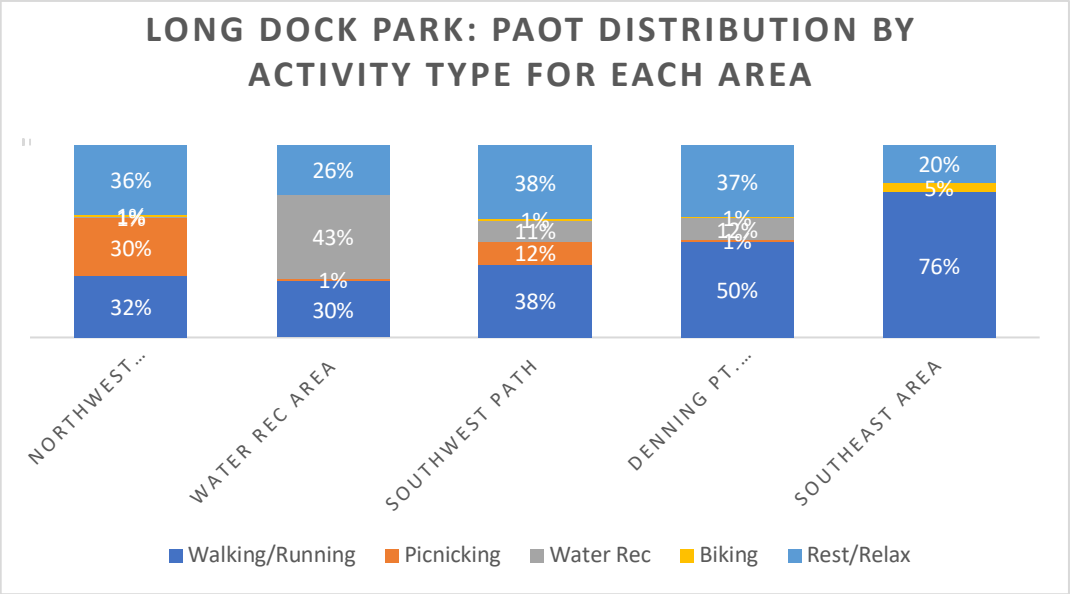


Figure 71 – Long Dock Park: PAOT Distribution by Activity Type for each park area

At the northwest meadow area, PAOT was evenly distributed between walking/running (32%), picnicking (30%), and rest/relaxation (36%).

At the water recreation area, the most popular activity was water recreation (43%), followed by walking/running (30%) and rest/relaxation (26%).

At the southwest path area, the activities with the highest participation were walking/running and rest/relaxation (38% each).

At Denning Point Trail, the activities were dominated by walking/running (50%) and rest/relaxation (37%).

For the southwest path, the primary activities were walking/running (76%) and rest/relaxation (20%).

The following chart provides the reverse presentation of the information shown in the above chart, with the PAOT split by area for each activity type.

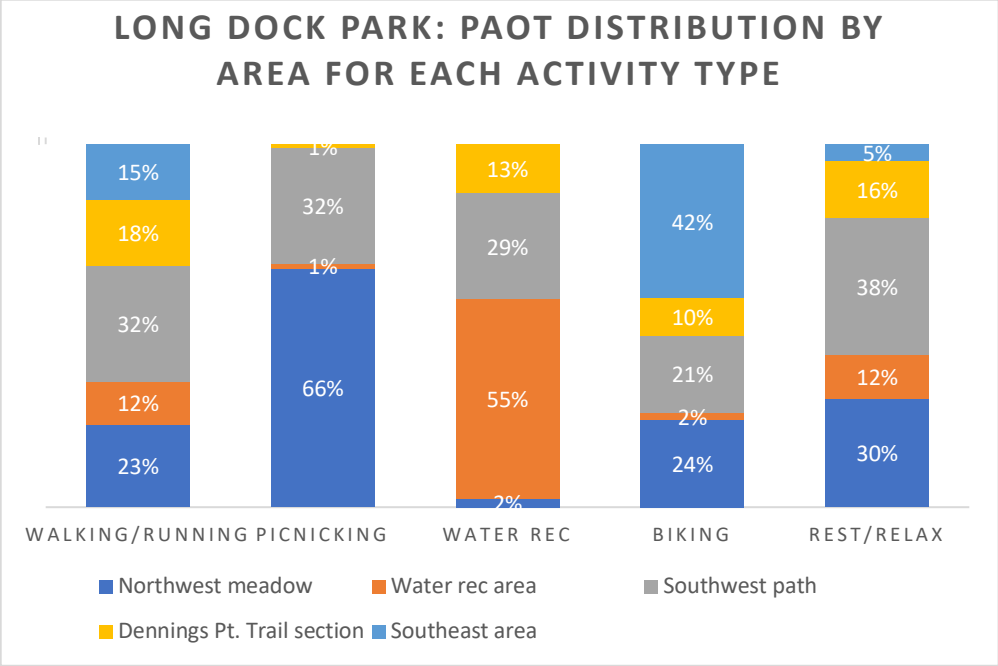


Figure 72 – Long Dock Park: PAOT Distribution by Area for each activity type

Walking/running PAOT was fairly evenly split between the areas with the highest occurring at the southwest path (32% of walking/running PAOT).

Picnicking PAOT was mostly concentrated at the northwest meadow (2/3 of picnicking PAOT), with almost 1/3 at the southwest path.

The majority of water recreation PAOT occurred at the water recreation area (55%), with another 29% at the southeast path and 13% at Denning Pt. Trail.

The highest area for biking PAOT was at the southwest area (42%), with another 24% at the northwest meadow and 21% at the southwest path.

Similar to walking running, the rest/relaxation activity was fairly evenly spread across the areas with the highest occurrence at the southwest path (38%), followed by the northwest meadow (30%).

Dennings Point Trail

The following chart shows the average hourly hiker count for Dennings Point Trail, from 8 AM to 5 PM, for each of the indicated day groupings:

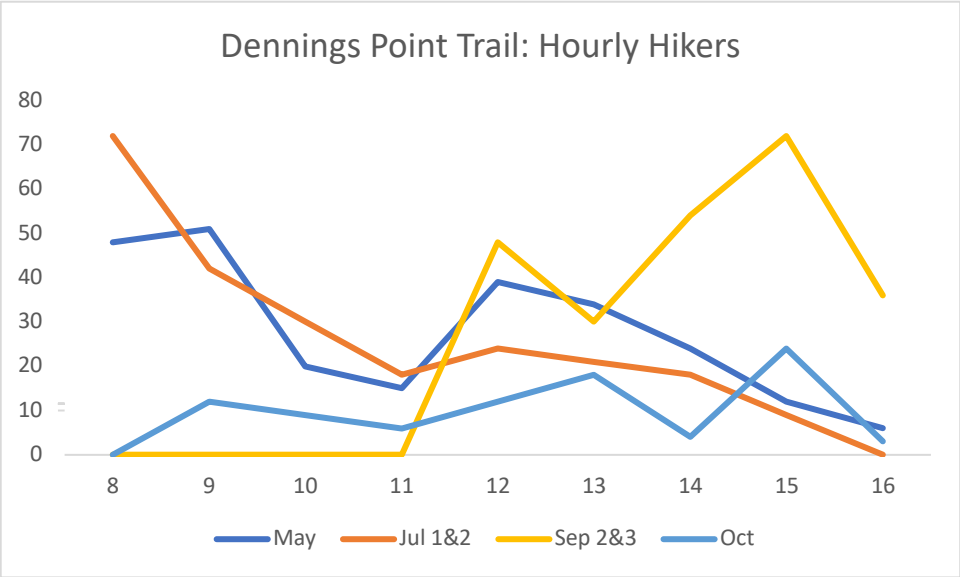


Figure 73 – Dennings Point Trail: Hourly # of Hikers for indicated day groupings

As the above chart shows, there was no evident pattern in hiker use at Dennings Point Trail, by hour of the day or between the different day groupings.

The following chart shows the average hourly and peak hour hiker counts for each of the indicated day groupings:

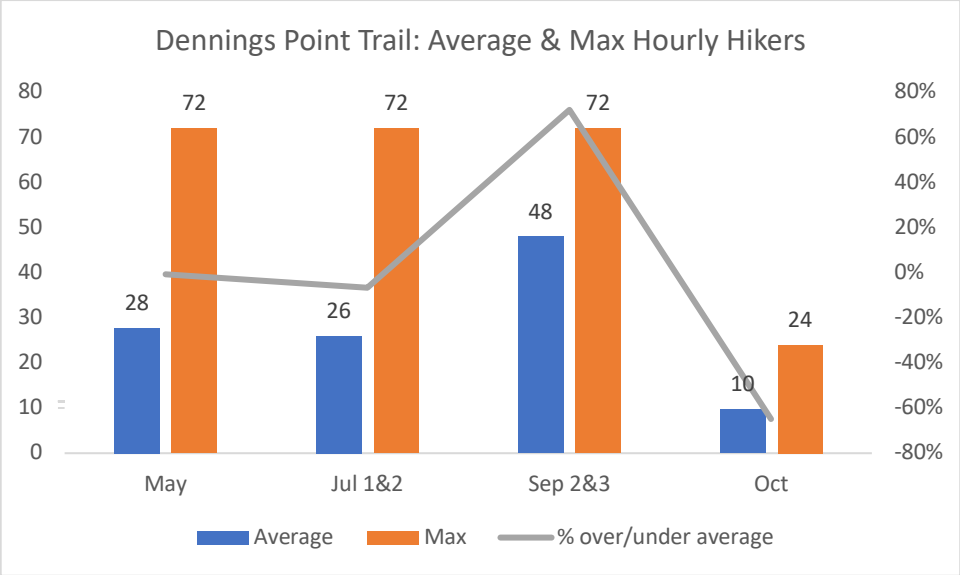


Figure 74 – Dennings Point Trail Average & Maximum # of Hourly Hikers by indicated day groupings

User Survey Results

A user survey was initiated on May 26, 2023, to collect key information related to user and visitation demographics. Free-standing signs were positioned at four key locations that included a QR code to

direct users to complete an online survey focused on their existing and expected future visitation to HHFT: (https://docs.google.com/forms/d/1LbiRhjd-EpqsRw48aAaMI_4py81fXF6Dx08-vCcpS_Y/edit)

The questions used in the online survey are listed at the end of this report.

The survey locations included: Cold Spring, Long Dock Park (Beacon), Breakneck Ridge arrival area, and Washburn Trail arrival area. The primary results for the May 26 to October 24, 2023, period are summarized in the following report section.

As of 10/24, over 400 surveys were completed representing almost 1,000 users..

In addition to the 2023 survey, a zip code survey was conducted by the Breakneck Ridge Trail stewards. The following chart shows a comparison of respondents by their county of origin (within New York state) or state, between the 2023 ORCA user survey and the 2020 Steward survey:

User Origin	ORCA Survey	Steward Survey	User Origin	ORCA Survey	Steward Survey
Queens	26.1%	23.2%	MI	0.9%	0.4%
New York county	**13.9%**	**21.5%**	TX	1.4%	0.3%
NJ	**3.4%**	**14.6%**	FL	0.5%	0.3%
Westchester	8.6%	10.1%	Albany	0.0%	0.2%
CT	1.2%	5.5%	IL	0.5%	0.1%
Suffolk	0.4%	4.5%	IN	0.4%	0.1%
Sullivan	0.0%	3.3%	Kingston	0.0%	0.1%
Bronx	1.2%	2.8%	RI	0.0%	0.1%
Nassau	3.2%	2.2%	Tompkins	0.0%	0.1%
Dutchess	**16.4%**	**2.0%**	VT	0.0%	0.1%
Orange	4.8%	1.9%	Washington	0.2%	0.1%
Putnam	**12.0%**	**1.4%**	Schenectady	0.0%	0.1%
PA	0.2%	1.3%	DE	2.3%	0.1%
Ulster	0.0%	1.2%	Greene	0.0%	0.1%
Rockland	1.8%	1.0%	Saratoga	0.0%	0.1%
MA	0.7%	0.7%	NM	0.0%	0.0%

Table 1 – User Origin by County/State: 2023 ORCA Survey vs. 2020 Steward Survey

In the above table, the most significant differences between the two surveys are highlighted in red. Although at first it seems that there may be discrepancies between the two surveys further analysis indicates that these differences lie in the survey locations – all of the 2020 steward surveys were collected at Breakneck Ridge Trail, while the 2023 survey intercepted users at four different locations, including Long Dock Park in Beacon, the MNR station in Cold Spring, Washburn trailhead, and Breakneck Ridge trailhead. This observation will be useful in projecting visitor use at the future HHFT entry points, as the entry points along Fjord Trail will experience different user demographics than that of the hiking trails.

The following chart provides a condensed version of the above information, showing users from Putnam County, Dutchess County, and distant origins by direction:

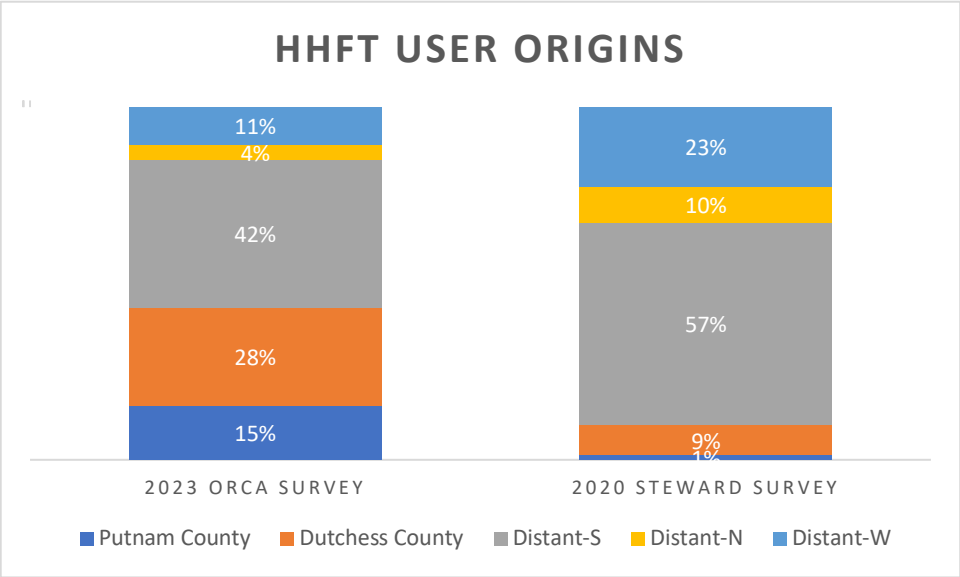


Figure 75 – User Origins Distribution: 2023 vs 2020 survey

For the 2023 survey, 43% of the users were from local origins (Putnam and Dutchess counties) compared to only 10% for the 2020 survey. This result indicates that, when the trail users are excluded, a much larger portion of the existing users are locals.

Since the sample size of over 400 respondents for the 2023 survey is sufficiently large, the survey results provide a statistically valid sample of the overall population of existing users.

The following chart shows the distribution of survey respondents by age category for each survey location:

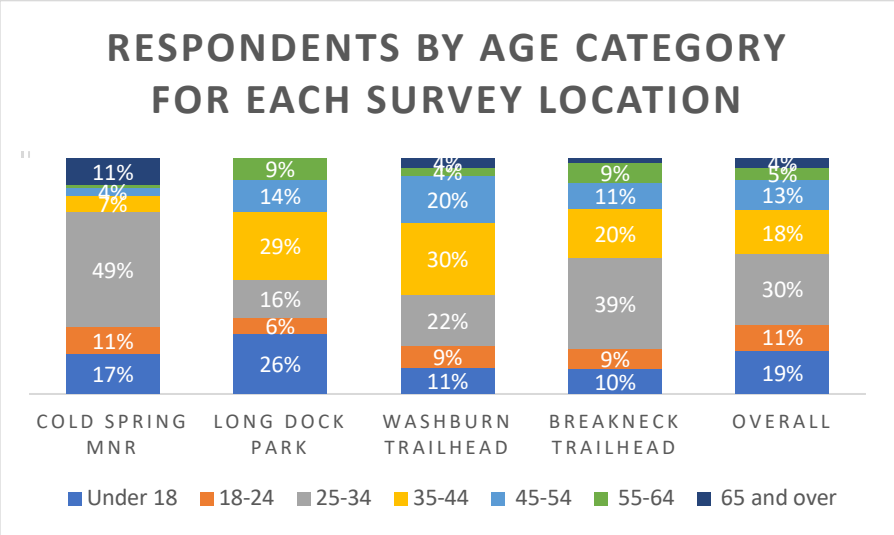


Figure 76 – Survey Respondents by Age Category for each Survey Location

Overall, the largest age segment was 25–34-year-old (30% of respondent groups), followed by under-18 (19%) and the smallest segment was 65 and over (4% of respondents). The 18-24, 35-44, and 45-54 age categories were all about the same at 13-14% each.

It is interesting to note that the locations with the highest proportion of the 25–34-year-old age category were Cold Spring MNR (49%) and Breakneck (39%). This was primarily due to the presence of the MNR station at those locations, as evidenced by the fact that 41% of 25–34-year-olds used the MNR, compared to 15% for all other age categories.

Groups were further categorized into six group types: under-18, young adult [maximum age of 24], adult [maximum age of 64], senior [65 & over], and mixed groups with seniors, as shown in the following chart:

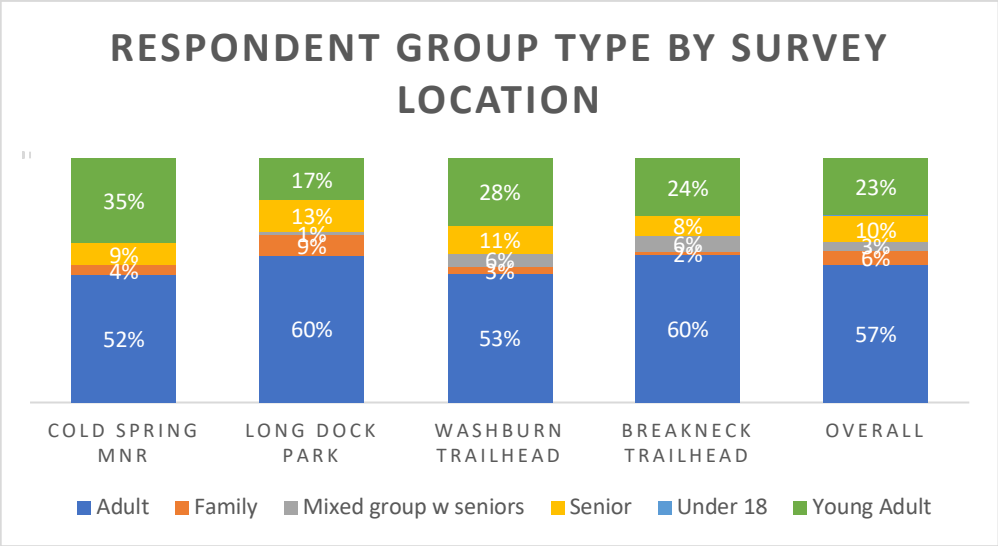


Figure 77 – Respondent Group Type Distribution for each Survey Location

Overall, the largest group type was adult groups at 57% of all groups (which spanned the most age categories of all the group types), followed by young adults at 23%. The smallest group type was the under-18 group at 1% of all groups. Seniors were also a sizeable group at 10% of the total.

The following chart shows the group type by respondent origin:

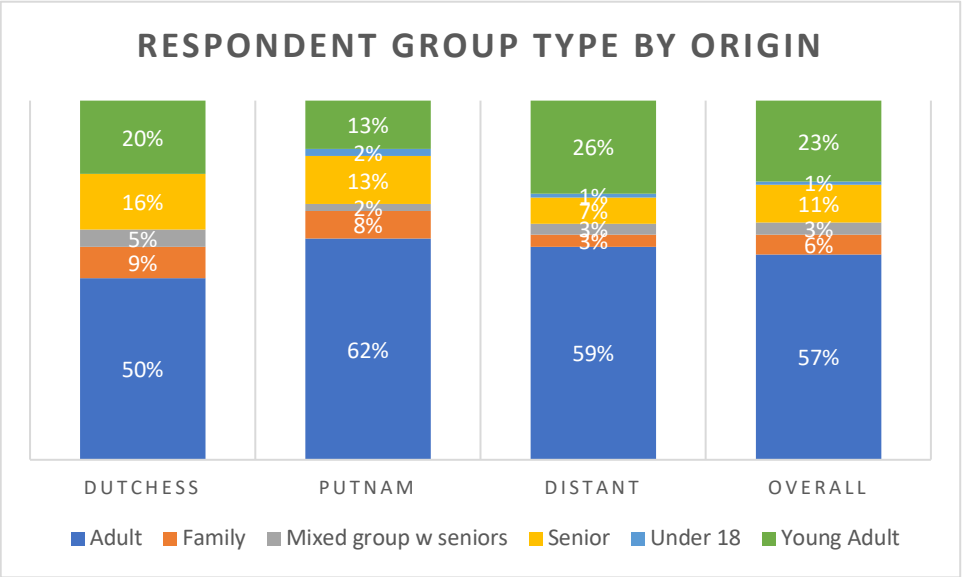


Figure 78 – Respondent Group Type Distribution by Respondent Origin

Putnam and Dutchess county respondents both had similar group type distributions. Distant respondents had the highest percentage of young adults – 26%, compared to an average of 18% for local respondents, indicating that young adults from distant origins are the most interested group in traveling a long distance to HHFT trails. Conversely, seniors from local origins represented 15% of local users, compared to just 7% for those from distant origins.

The following chart shows th average group size for each group type:

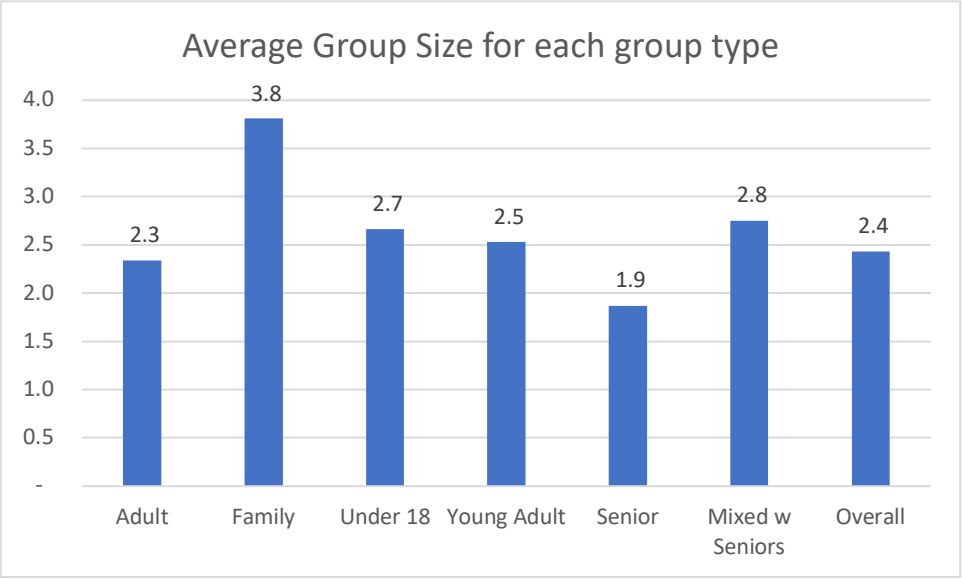


Figure 79 – Average Group Size for each Group Type

The overall average group size for all respondents was 2.4. The largest group size was family at 3.8, and the smallest group sizes were senior and adult groups at 1.9 and 2.3, respectively. 1.5% of the respondents indicated that their groups were 10 or more in number – three of these were young adult

groups, one was an adult group, and one was a senior group – for analysis purposes, it was assumed that these groups averaged 12 people each.

Starting July 1, users were asked to indicate the location of the sign they scanned to take the survey – this was done to verify that there would be a good balance of responses across the four locations. Results from 228 surveys are summarized in the following chart:

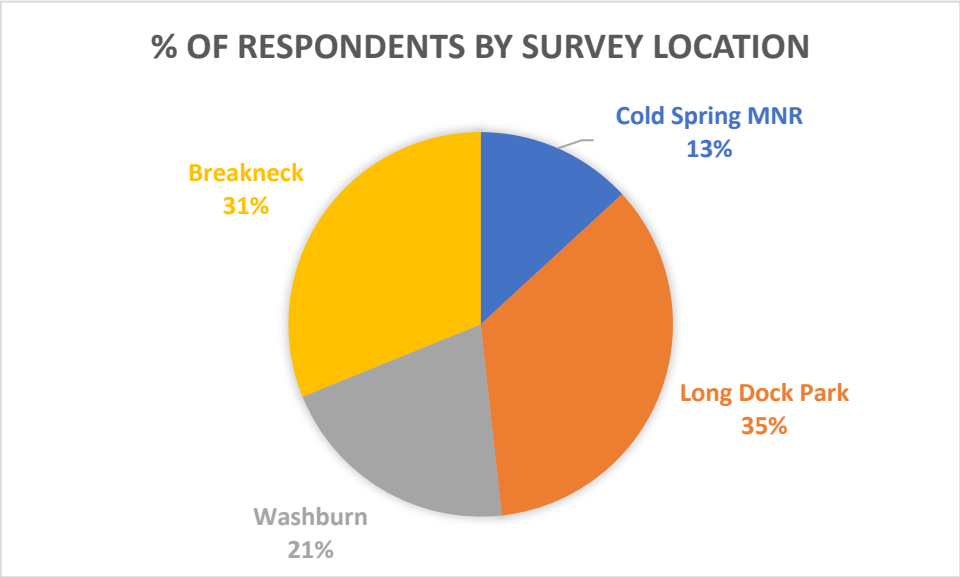


Figure 80 – Distribution of Survey Respondents by Survey Location

The survey shows the largest number of responses from the Long Dock Park (35%) and Breakneck (31%) locations. To minimize the impact of survey bias, it is planned that each of the above locations, will be evaluated separately.

The following chart shows the travel mode distribution for each survey location:

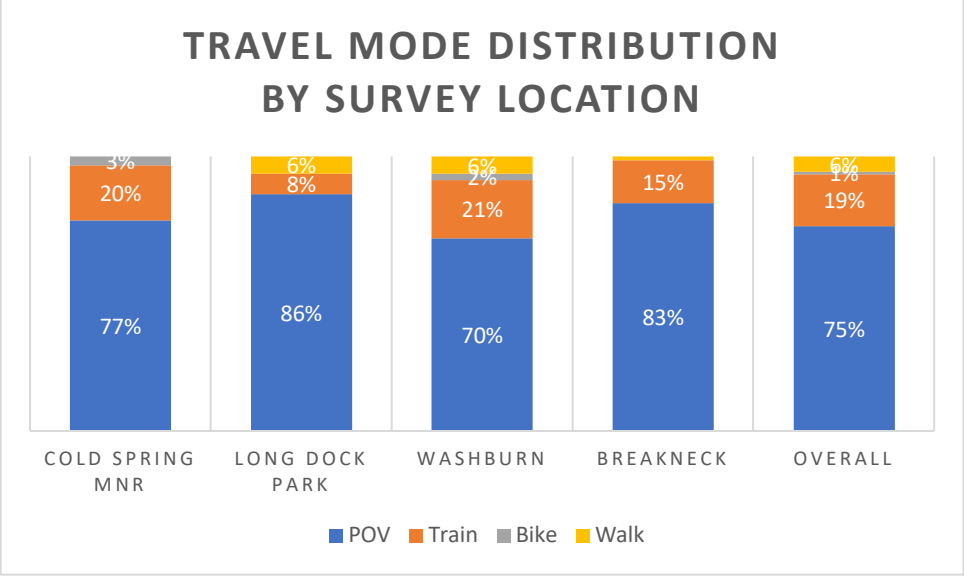


Figure 81 – Travel Mode distribution by Survey Location

The most common travel model was POV (privately owned vehicle), at 75% overall, followed by train at 19%. Train ridership was highest for Cold Spring (20%) and Washburn (21%). In spite of its adjacency to the Beacon MNR Station, Long Dock Park experienced only 8% via MNR – this is most likely due to the higher use of Long Dock Park by local residents and lower use by hikers.

The following chart shows the travel mode distribution by respondent origin:

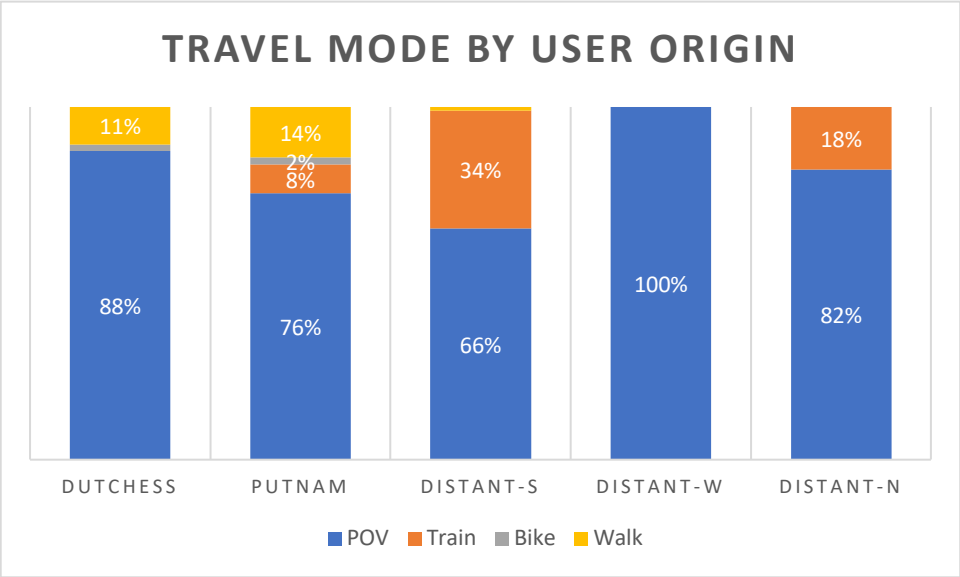


Figure 82 – travel Mode distribution by Respondent Origin

As the above table shows, POV usage was highest for distant origins to the west (100%) and Dutchess County (88%). Train ridership was highest for south origins (34% of these respondents). For Dutchess and Putnam counties, walking and biking arrivals represented 13% and 16% of these respondents, respectively.

Survey respondents were asked to list the destinations they visited during their visit. The following chart shows the percentage of respondents that visited each of the indicated 16 destinations:

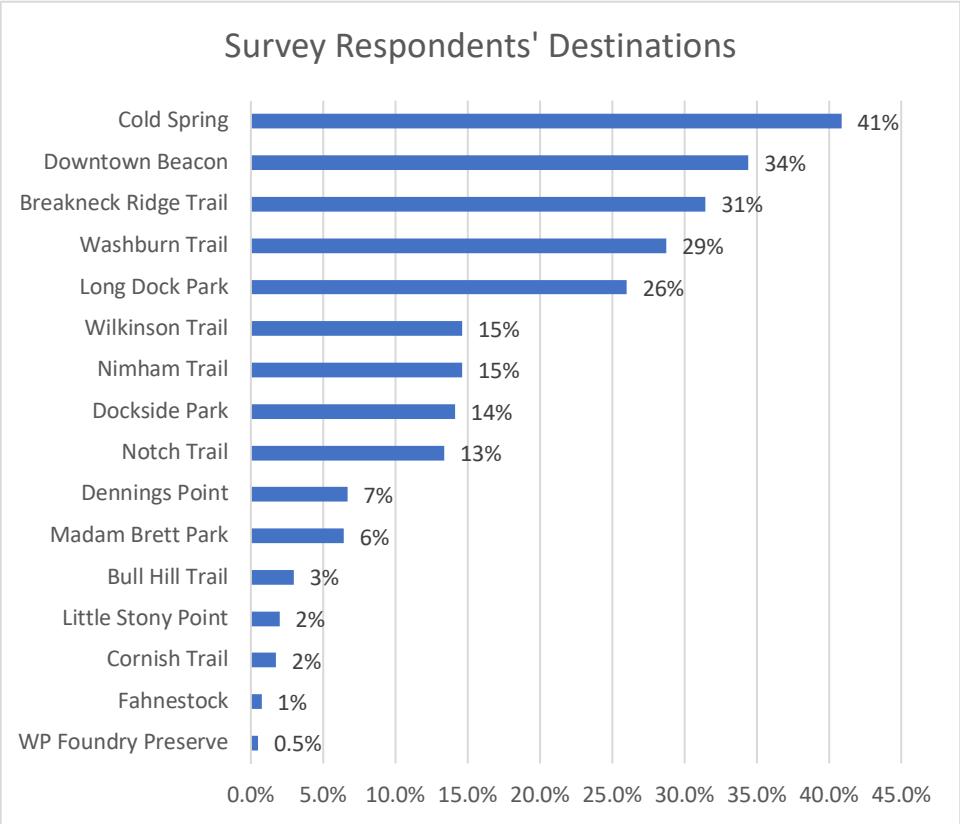


Figure 83 – Ranked List of Survey Respondents' destinations

Although Breakneck and Washburn trails were both very popular, at 31% and 29% respectively, the most popular destinations were the Village of Cold Spring (41%) and downtown Beacon (34%), so it can be concluded that shopping and dining in these downtown areas is an integral part of the experience for many users.

The average number of destinations per respondent group was 2.4, so users clearly enjoy a variety of destinations during their visit.

Respondents were asked about the specific types of activities they participated in during their visit. Their responses are summarized in the following chart:

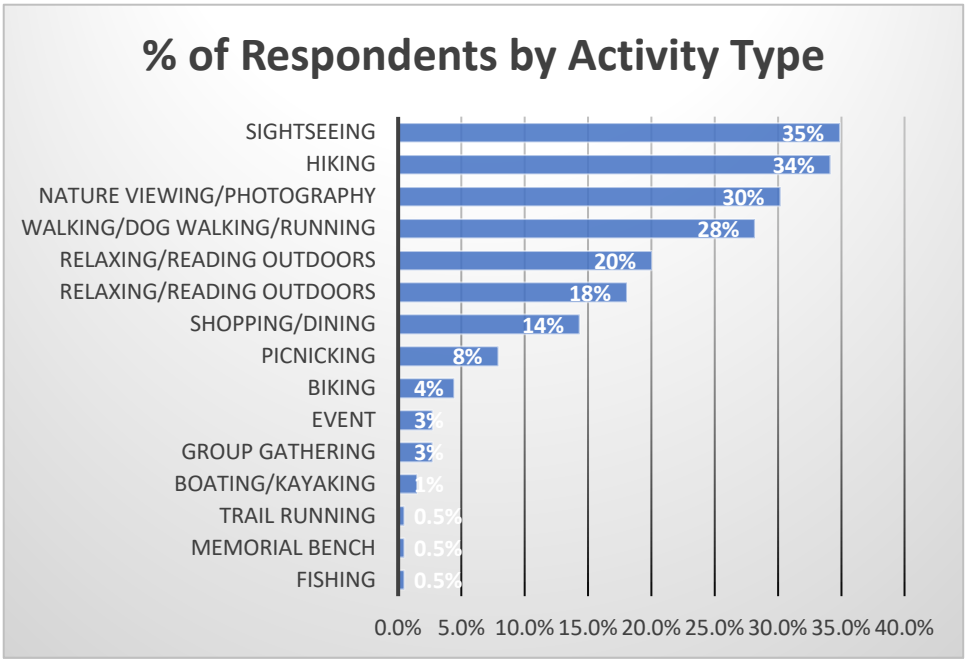


Figure 84 – Ranked list of Survey Respondents' Activity Types

The most popular activities were sightseeing (35% of respondents), followed by hiking (34%) and nature viewing/photography (30%).

The average number of activities per respondent was 2.0.

Respondents were segmented into hikers (those that included hiking as one of their activities), and non-hikers. The following chart shows the distribution of group types by hiker/non-hiker:

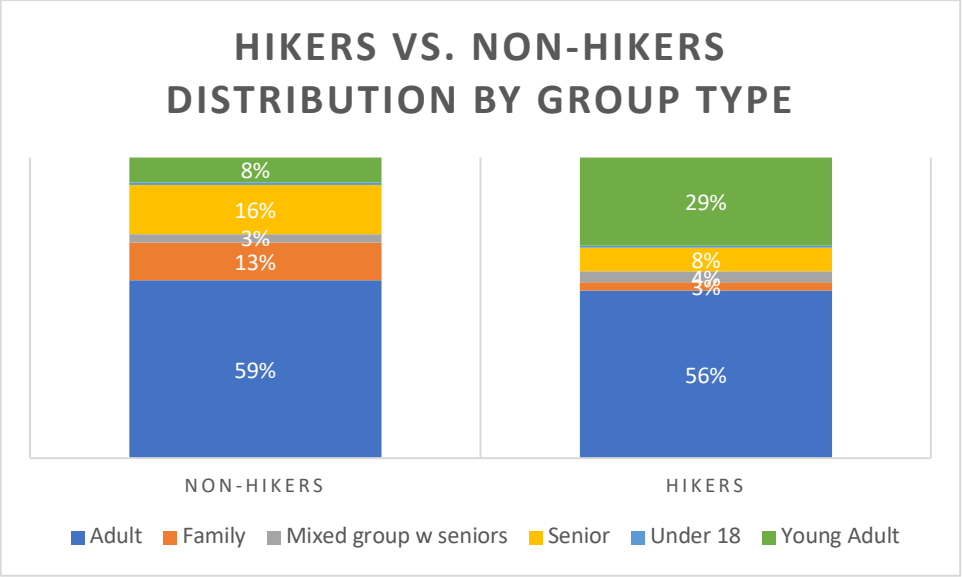


Figure 85 – Distribution by Group Type: Hikers vs Non-hikers

As the above chart shows, hikers was comprised of a higher proportion of young adults (29% vs. 8% for non-hikers), while non-hikers had a higher percentage of seniors (16% vs. 8%) and families 913% vs 3%).

The following chart shows the distribution of respondent origins for hikers compared to non-hikers:

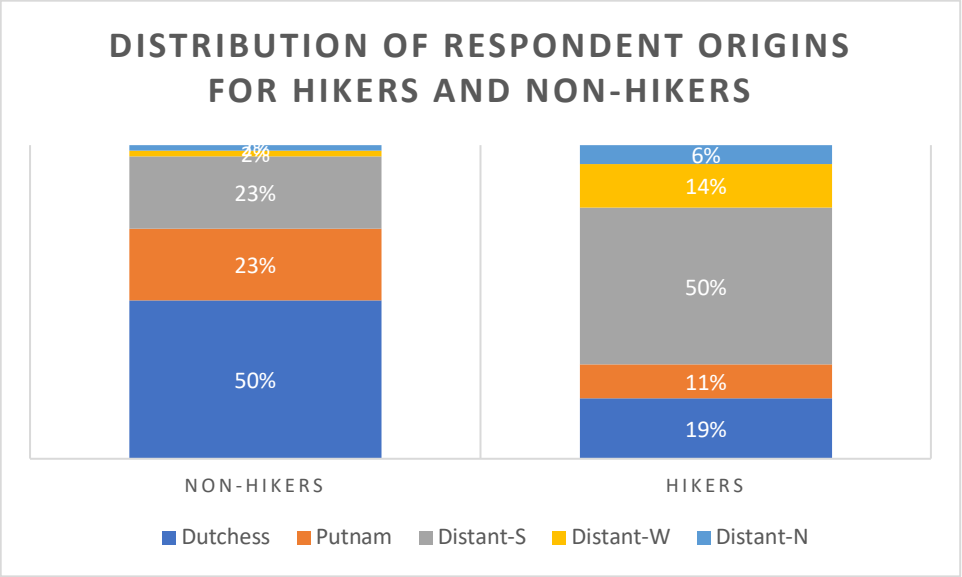


Figure 86 – Distribution of Respondent Origins: Hikers vs. Non-hikers

Non-hikers had a much higher proportion of local origins (73%) than hikers (30%), while hikers had a higher percentage of respondents from distant origins.

Length of Stay

Users were asked to provide their total length of stay in the area. The overall average was 3.2 hours, but this varied significantly by origin, as shown in the following chart:

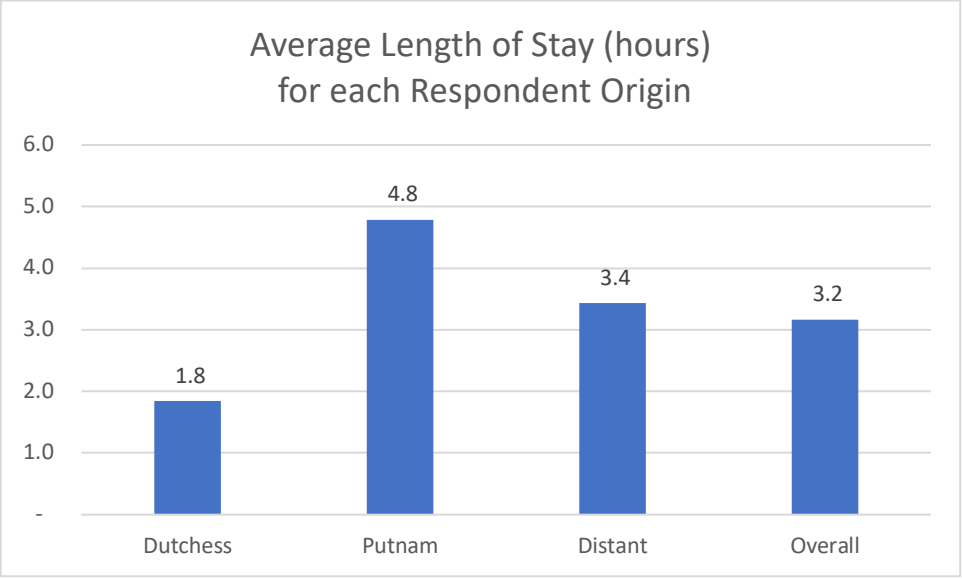


Figure 87 – Average Length of Stay by Respondent Origin

The longest length of stay was for Putnam County respondents (4.8 hours), most likely because many of these users included shopping and dining as part of their visit. Dutchess County respondents had the

shortest length of stay (1.8 hours) – this may have been due to the large percentage of respondents (75%) that primarily visited Long Dock Park and/or Beacon as their primary destination, and low percentage that participated in hiking (25%).

The following chart shows the average length of stay by hikers vs. non-hikers:

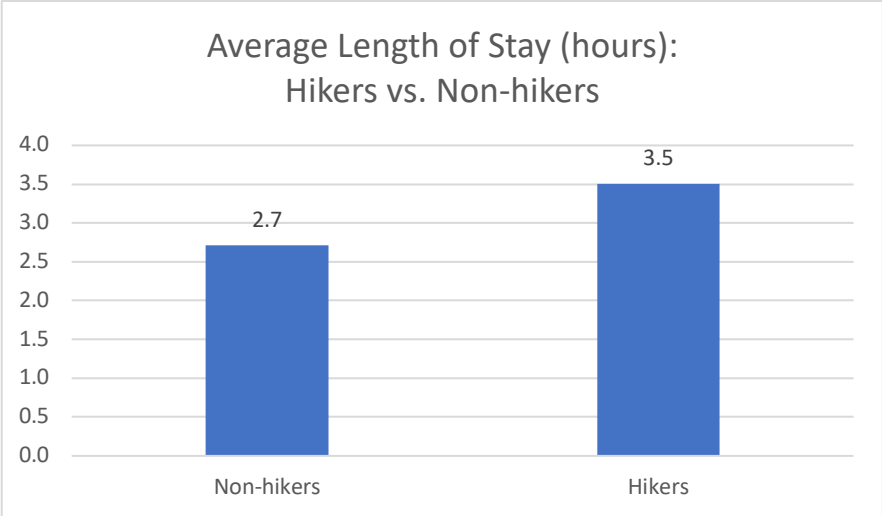


Figure 88 – Average Length of Stay: Hikers vs. Non-hikers

The average length of stay for hikers (3.5 hours) was about 45 minutes longer than for non-hikers (2.7 hours).

Survey respondents were asked about their interest in new activities at HHFT. The following chart shows the percentage of respondents that said they were interested in each of 15 activity types:

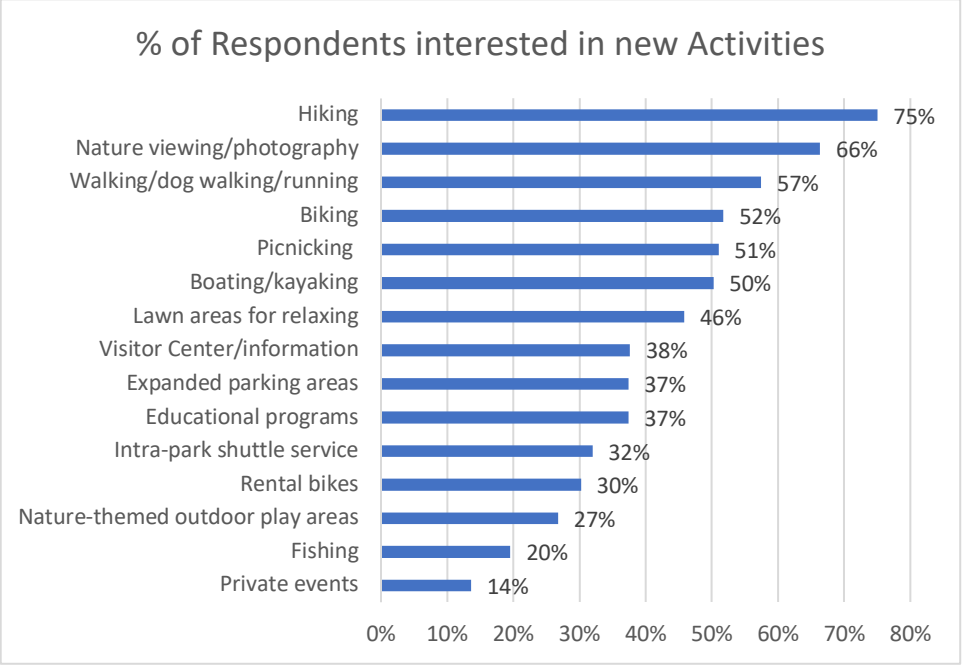


Figure 89 – Ranked list of new Activities by Respondent Interest Level

The results show that there is a high level of interest in the development of new recreational activities by existing users. On average, each respondent was interested in over 6 types of new activities. For each of the indicated activity types, there was no significant difference in responses between hikers and non-hikers – hikers were as interested as non-hikers in non-hiking acitvities and non-hikers were also as interested as hikers in hiking activities. Clearly, there is a high level of interest in new potential HHFT activities.

Survey respondents were asked about their current visitation frequency to the area and about their expected future visitation with the proposed new activities added. The following chart shows their responses for each respondent origin:

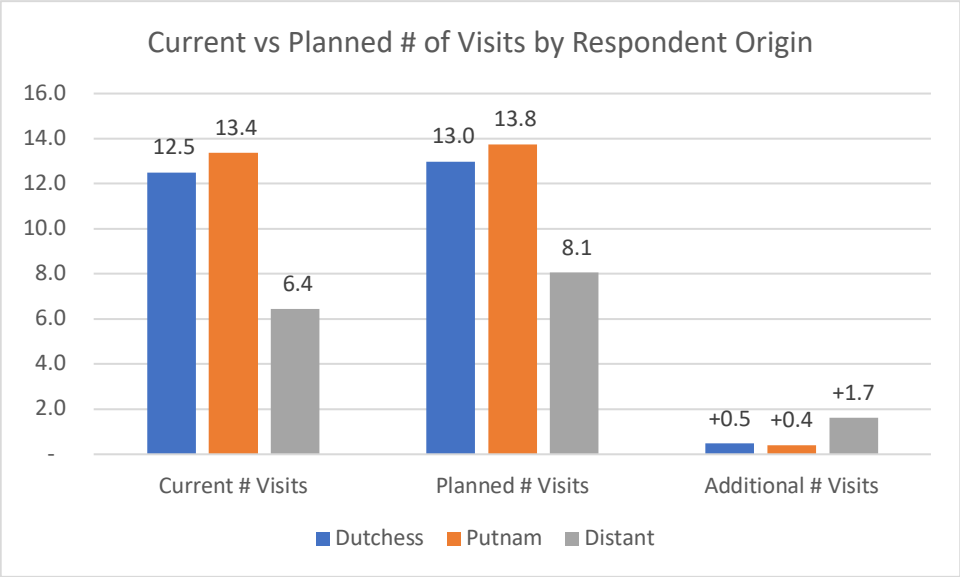


Figure 90 – Current vs. Planned # of Visits by Respondent Origin

The above chart indicates that:

- Respondents from Dutchess County currently make 12.5 visits annually to HHFT-related destinations – they indicate that this will increase by 0.5 annually (+4%).
- Respondents from Putnam County currently make 13 visits to HHFT-related destinations – they indicate that this will increase by 0.4 annually (+3%).
- Respondents from distant origins currently make 6.4 visits annually to HHFT-related areas – they indicate that this will increase by 1.7 annually (+27%).

Hikers' perception of crowding on trails

To begin collecting feedback from hikers to use as one decision criterion for setting realistic carrying capacities for the trails, starting at the beginning of October 2023, survey respondents that visited the hiking trails were asked to evaluate their impression of the level of crowding on the trail. The following chart summarizes their responses:

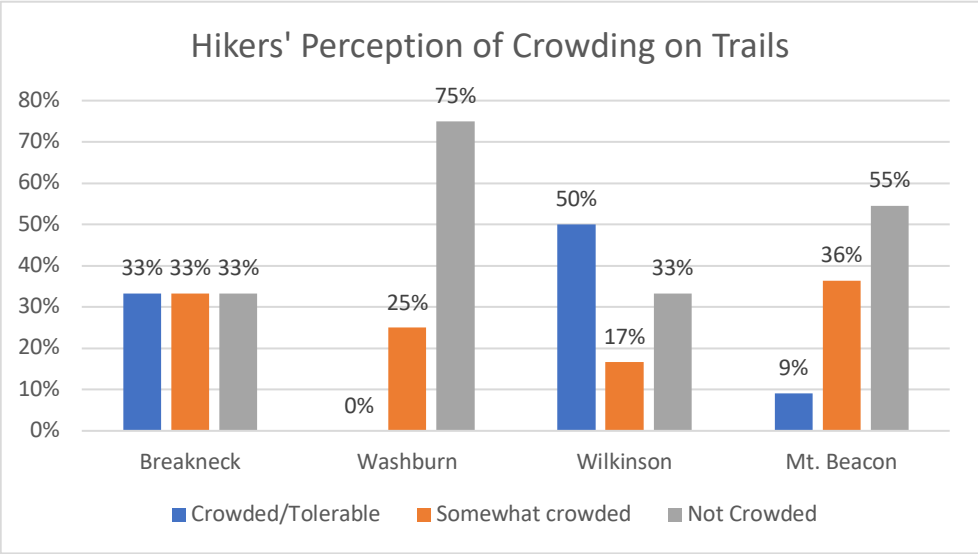


Figure 91 – Hikers' Perception of Crowding on Trails

As the above chart shows, hikers to Breakneck Ridge Trail and Wilkinson Trail had the highest impressions of crowding (45% & 43% respectively rated conditions as crowded but tolerable). For Washburn and Mt. Beacon trails, hikers indicated that conditions were much more tolerable. It is also interesting to note that respondents were given two choices indicating even more crowded conditions – "Crowded and uncomfortable" and "Severely crowded/intolerable". However, none of the respondents chose either of these categories, indicating that they were very tolerable of crowding conditions.

User Survey Results pertinent to Cold Spring

Although the user survey implemented from May to October 2023 was oriented towards trail and park users (including hikers), the following statistics were summarized and may have relevance to Cold Spring planning.

- 76% of survey respondents that visited Cold Spring were hikers.
  - 2/3 of these hiked Washburn Trail and 1/3 hiked Breakneck Ridge Trail (9% did both).
  - However, a visual analysis of pictures taken of pedestrians along Main Street suggests that only 36% (or less) of Cold Spring users were hikers (see chart below).
- 41% of hikers surveyed at Cold Spring actually visited Cold Spring.
- 21% of hikers surveyed elsewhere also said they visited Cold Spring.

Since the sign directing users to take the on-line survey was located near the MNR Station, the high percentage of respondents that indicated they were hikers is clearly biased towards hikers. To eliminate this survey bias, a separate study was conducted, consisting of a visual review of the library of photos collected of visitors in Cold Spring. Cold Spring users were categorized by studying their attire, as hikers' attire was very distinct from that of non-hikers. The results of this photo analysis are summarized in the following chart:

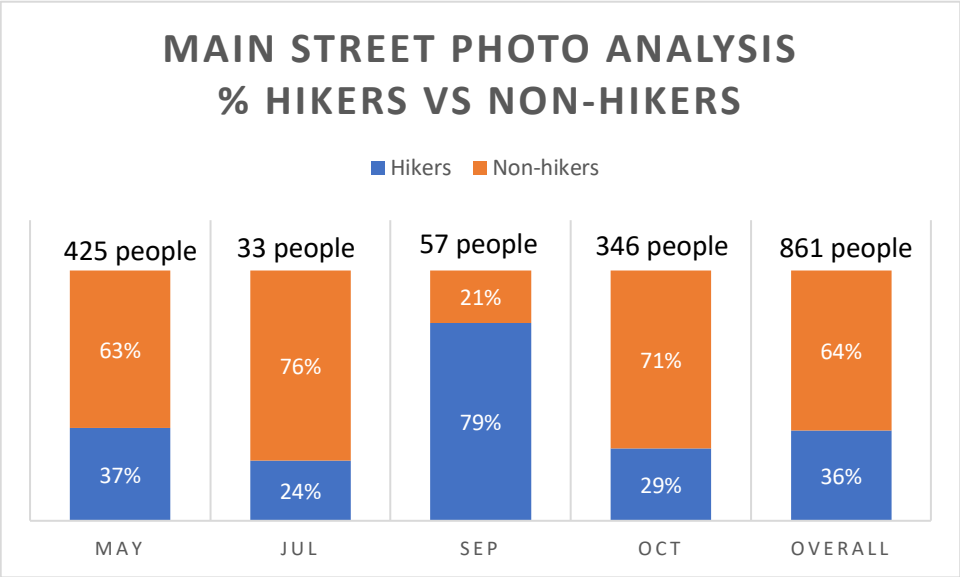


Figure 92 – Photo Analysis: % Hikers vs. Non-hikers

The above chart indicates that hikers represent 36% of Main Street users, or less, while non-hikers represent 64% of users, or more. Since the photo analysis did not include users within the Main Street shops and restaurants (who are more likely to be non-hikers), it is likely that the actual percentage of non-hikers is somewhat higher than what is shown in the above chart.

It is interesting to note that a significant percentage of the hikers surveyed said that they spent time in Cold Spring shopping and dining (30% compared to 40% for non-hikers). So hikers clearly contribute to Cold Spring revenues, which is a positive impact on the community.

Survey respondents were asked about the types of activities they participated in during their visit. For those respondents that said they visited Cold Spring, the following table shows the types of activities by these respondents, comparing hikers vs. non-hikers that visited Cold Spring:

Activity Type	Cold Spring Non-hikers	Cold Spring Hikers
Walking/dog walking/running	40%	19%
Shopping/dining	40%	30%
Sightseeing	35%	41%
Relaxing/reading outdoors	19%	19%
Nature viewing/photography	15%	36%
Event or function	6%	1%
Fishing	2%	1%
Picnicking	2%	11%
Boating/kayaking	2%	2%
Biking	2%	6%
Hiking	0%	100%
Trail running	0%	1%
Average # Activities	1.6	2.6
Average Length of Stay (hours)	4.8	3.4
# of Respondents	78	253

Table 2 – Cold Spring Users: Activity Types

User Survey Results pertinent to Beacon

Although the user survey implemented from May to October 2023 was oriented towards trail and park users (including hikers), the following statistics were summarized that may have relevance to the City of Beacon planning.

For each survey location, the following table shows the percentage of respondents that said they visited downtown Beacon:

Survey Location	% that visited downtown Beacon
Cold Spring	23%
Long Dock Park	30%
Washburn Trailhead	15%
Wilkinson/Breakneck Trailhead	20%
Overall	**23%**

Table 3 – Downtown Beacon visitor % by Survey Location

- Almost one-fourth of the overall survey respondents said they visited Beacon.

The following table of survey respondents that visited downtown Beacon lists their additional destinations, along with the percentages that visited each:

Survey respondents that visited downtown Beacon also visited:	
Long Dock Park	92%
Cold Spring	42%
Madam Brett Park	40%
Denning Point	28%
Dockside Park	25%
Washburn Trail	23%
Notch Trail	19%
Breakneck/Wilkinson trails	19%

Table 4 – Downtown Beacon visitors' other destinations

- Average # of destinations per respondent for those that visited downtown Beacon = 2.9. These visitors included downtown Beacon as a part of a larger destination experience.

The following table lists the activities for respondents that visited downtown Beacon along with the percentage that participated in each:

Survey respondents that visited downtown Beacon participated in the following activities:	
Sightseeing	81%
Walking/dog walking/running	77%
Hiking	74%
Nature viewing/photography	70%
Relaxing/reading outdoors	51%
Shopping/dining	51%
Biking	17%
Picnicking	11%
Event or function	6%
Boating/kayaking	2%
Fishing	0%

Table 5 – Downtown Beacon Visitors: Activities

- Average # of activities per respondent = 4.4.
- Sightseeing was the most popular activity (81%), followed by walking/dog walking/running.
- 51% of the respondents that visited downtown Beacon participated in shopping and dining.
- 74% of survey respondents that visited Beacon were hikers.

User comments

Users were asked if they had any additional comments regarding their visit and future plans for HHFT. 56% of respondents (228) provided their feedback, which was sorted into the following response categories:

- Comments on existing visit: 89
    - Positive comments – 55%, negative comments – 13%, suggestions/comments – 32%
        - Respondents from distant origins were the most responsive, accounting for 70% of the positive comments and 67% of the neutral suggestions/comments.
- Comments on future HHFT plans: 139
    - Positive comments – 55%, negative comments – 19%, neutral/suggestions – 26%

Dutchess County residents were the most responsive group, at 65% of Dutchess respondents. All others (Putnam County and distant visitors) had similar response rates, averaging 56%.

All user comments are included in the table at the end of this report.

Survey Questions

What is your zip code?
Please select the location at which you scanned this survey's QR code.
How many people are in your party?
Which age groups are included in your party during today's visit? (check all that apply)
How did you arrive here today?
How much time did you spend here today?
Which areas did you visit today? (check all that apply)
What did you do today while visiting? (check all that apply)
Which of the following statements best describes your experience at (Breakneck Ridge Trail/Wilkinson Trail/Washburn Trail/Mt. Beacon Trail) today? It was not crowded at all/ it was very comfortable It was somewhat crowded, but still comfortable It was crowded, but still tolerable It was crowded and uncomfortable It was severely crowded/intolerable I did not visit Breakneck Ridge Trail today
Plans for Hudson Highlands Fjord Trail include an expanded variety of recreational activities with its 7.5-mile linear park space. Please rate your level of interest in each of the following offerings:
Hiking
Walking/dog walking/running
Biking
Nature viewing/photography
Picnicking
Boating/kayaking
Fishing
Lawn areas for relaxing
Nature-themed outdoor play areas for kids
Educational programs
Private event spaces (weddings, corporate group gatherings, etc.)
Visitor Center/information
Rental bikes
Intra-park shuttle service
Expanded parking areas
How many times per year do you currently visit the Hudson Highlands park areas?
With these expanded offerings in place, how many times will you visit Hudson Highlands Fjord Trail in a year?
What additional comments would you like to provide regarding today's visit or the new Hudson Highlands Fjord Trail?

User Survey: Respondents' comments

Comments regarding existing visit

Existing comments – positive

Respondent Origin	Comments
Distant	Loved how there was a help booth set up outside the breakneck ridge. The people there were super helpful and nice it helping us plan our trip
Distant	Die Wanderung war spontan und hat uns sehr viel Spaß gemacht.
Distant	It's really nice to be able to visit without needing a car!
Distant	I am most impressed and inspired on the sustainability efforts that have been put in place n the Hudson highland Fjord Trail. I simply love it and am so happy to see so many people learning and sharing.
Distant	Trail is very well maintained
Distant	Very well-maintained ttrail
Distant	Good challenging trail for difficult levels
Distant	Beautiful
Distant	love it!!!!!!!!
Distant	It was stunning 10/10
Distant	Beautiful hike on Breakneck Ridge Trail
Distant	Awesome trail revamp! Well done!
Distant	Like clear trail markers, great and free parking,appreciate bathroom and garbage cans
Distant	Terrific hike! Well marked trail!
Distant	The people making the steps on the Wilkinson trail are incredibly nice and informative. Also, you can probably take down the "Sugarloaf summit closed" signs now since there's no trail to it anymore.
Distant	Thank you for making our open spaces so beautiful!
Distant	Great signage
Distant	This trail is fantastic!! Love to see it expanded
Distant	Clear trail markings and so she is excellent!
Distant	Did the 3 hour hike and finished it in 2 hour 15 minutes. Great exercise.
Distant	Full Bill Loop: Spectacular hiking
Distant	It's good there is little to no commerce. Ty
Distant	Incredibly beautiful place to hike, I love the way I feel after I leave. Happy and at peace, thank you.
Distant	Our favorite place
Distant	Thank you
Distant	Great Hiking Trail
Distant	Fun day!
Distant	Enjoyed the trails today! It was our first time so we didn't know what to expect. However, we did like that there were others on the trails as it made us feel safer.

Respondent Origin	Comments
Distant	The majority of dog owners let their dogs off leash on the trails and it sullies the park experience. Otherwise, the park is fantastic
Distant	Really enjoyed my hiking trip today!!
Distant	Thanks!
Distant	I have lived in NYC for twenty years and this was my first visit to Hudson Highlands. It was beautiful I want to come back in the fall.
Distant	we hike breakneck ridge (long loop) at least twice a year and it's always amazing.
Distant	Well marked and nice options for hiking
Distant	Lots of cool rocks, much fun!
Distant	Loved it!
Distant	Great 👍
Distant	Wonderful time
Distant	Beautiful trail and views and enjoyed Cornish Estate
Dutchess	I can tell you honestly that Long Dock, Madame Brett and Dennings Point are 3 of my favorite parts about living in Beacon. My dog absolutely loves all three parks. I am so grateful for these beautiful parks you all created for us. Thank you all so much for the efforts!
Dutchess	Please preserve the environment. I am very excited to hike the trail.
Dutchess	Thank you to Scenic Hudson for all that you do to make long dock and all of your parks, beautiful and enjoyable places to visit. Long Dock in particular has a real community of regular nightly visitors, it's an incredibly special place!
Dutchess	Beautiful
Dutchess	I lived in Beacon my whole life and it's nice to have a place to enjoy nature without hiking the mountains. I'm getting too old for that. :)
Dutchess	We love spending time along the hudson and we would love to spend even more time here.
Dutchess	I love this trail. I wish it weren't called the Fjord trail, and instead used a name local to the area.
Dutchess	Love Long Dock!
Dutchess	It was very relaxing
Dutchess	The breakneck long loop trails were incredibly maintained, perfect directions when needed, and overall a 10/10 experience
Beacon	I can tell you honestly that Long Dock, Madame Brett and Dennings Point are 3 of my favorite parts about living in Beacon. My dog absolutely loves all three parks. I am so grateful for these beautiful parks you all created for us. Thank you all so much for the efforts!
Beacon	Really enjoyed my hiking trip today!!
Cold Spring	Thank you to Scenic Hudson for all that you do to make long dock and all of your parks, beautiful and enjoyable places to visit. Long Dock in particular has a real community of regular nightly visitors, it's an incredibly special place!
Local	Beautiful park, but too much geese poop along walk way/dock area
Local	Good challenging trail for difficult levels
Local	I am most impressed and inspired on the sustainability efforts that have been put in place n the Hudson Highlands Fjord Trail. I simply love it and am so happy to see so many people learning and sharing.

Respondent Origin	Comments
Distant	Awesome trail revamp! Well done!
Distant	Beautiful
Distant	Beautiful hike on Breakneck Ridge Trail
Distant	Enjoyed the trails today! It was our first time so we didn't know what to expect. However, we did like that there were others on the trails as it made us feel safer.
Distant	Fun day!
Distant	Great Hiking Trail
Distant	It was stunning 10/10
Distant	It's really nice to be able to visit without needing a car!
Distant	love it!!!!!!!!
Distant	Loved how there was a help booth set up outside the breakneck ridge. The people there were super helpful and nice it helping us plan our trip
Distant	Thanks!
Distant	The majority of dog owners let their dogs off leash on the trails and it sullies the park experience. Otherwise, the park is fantastic
Distant	Trail is very well maintained
Distant	Very well-maintained ttrail

Existing comments – negative

Respondent Origin	Comments
Distant	No one likes the stairs that were addd to the beginning of the “long trail” at breakneck
Distant	Some parts of the trails were not very well marked, so I went wrong a few times and had to head back to find the next mark
Distant	There was much more wildlife when Long Dock was more wild - deer, foxes, eagles etc. Now that it’s been “improved” it looks like a suburban park. I like it less now and I visit less often.
Distant	Dogs are not leashed at all in spite of the clear instructions. We were frightened by a couple of dogs as they were out of control
Distant	Absolutely disgusting Porta potty. Why do you not have a public restroom in this area like Coldspring? The bathroom was so bad, I will not be coming back. There are other places to spend my time.
Distant	Long doc in Beacon is being over run by the geese. It is impossible to walk anywhere without having to side step there droppings or step in. The park was once beautiful to enjoy but now it has gone to the birds. Hopefully this will be addressed. Could also be a health issue breathing this in.
Distant	I was dismayed to see a lot of litter on the trail today- much more than in the past. Not sure how to educate the public about carrying out all their garbage.
Distant	I’ve been hiking in cold spring for 30 years and although there has been nice improvements I was frustrated that 1) the map at the car park is not a map at all. It only names the trails and how long they are but doesn’t show the route nor the color. 2) previously the Cornish hen trail used to connect to the white trail and make a nice loop up the mountain. What happened?
Dutchess	Beautiful park, but too much geese poop along walk way/dock area

Respondent Origin	Comments
Dutchess	I am disappointed with the park because it is not well maintained with the geese droppings all over. It is difficult to walk without stepping on it. Somebody should be maintaining the park daily.
Putnam	Cold Spring is too crowded. No place to eat.
#N/A	Massive amounts of trash and litter throughout the trail was very disheartening

Existing comments – neutral/suggestions

Respondent Origin	Comments
Distant	I only come about once a year because I live in KS
Distant	Parking is the biggest reason we limit our trips. We have to get out really early on a weekend in order to ensure we have a place to park our car. Not sure we'd come more often if parking is expanded but also requires a shuttle bus. Public bathrooms are a must!! And continues commitment to excellent signage is on trails! Bull Hill Full Loop was perfectly marked!
Distant	I've been here countless times and had no idea it was called the "Fjord" trail.
Distant	I want to enjoy the landscape and nature
Distant	No trash
Distant	Yellow trail not as clearly marked as others
Distant	To crowded
Distant	Air quality
Distant	Witnessed another visitor purposely rolling a large rock downhill perpendicular to the trails, which could have seriously injured somebody.
Distant	keep us natural! and let wildlife flourish
Distant	I would have liked to see clearer signage to indicate that going down Breakneck Ridge is not advisable for most people
Distant	It would be nice if someone walked the Wilkinson trail and hacked away the grass that hangs across the trail — thats prime real estate for ticks.
Distant	I packed out 1 garbage bag of garbage! Leave no trace needs to be taught to hikers and others climbing Breakneck area..
Distant	Could have add more bin / trash for dog poos
Distant	Please make sure the trails are well maintained . Thanks
Distant	It is important to educate people on trail etiquette (bathroom, tissues, food scraps, doggy bags) & equally as important to pay trail Stewards to clean the trails regularly in addition
Distant	Plz give over advice on pack it in pack it out. The area can look like a bathroom. Tell them to either leave map or bring it back but not litter.
Distant	PLEASE MARK THAT B RIDGE IS ONE WAY With better signs. We ran into multiple people attempting it in flip flops and w dogs.
Distant	entrance closure confusing more signage
Dutchess	I was there yesterday and there was so much animal poop around. Dogs? Geese? Ducks?
Dutchess	Hello, I would like to tell you that your stairs count is slightly off. Your website claims that there are 540 stairs, but I have counted 579 stairs. Thank you

Respondent Origin	Comments
Distant	I only come about once a year because I live in KS
Dutchess	I live in Beacon.
Dutchess	The park is very nice but there are times when it is very dirty with cigarette ends, plastic water bottles, and dog droppings especially around the memorial benches. Please do focus on cleaning the dedicated benches better. It's upsetting to see the area dirty.
Dutchess	Please put up signage about not smoking especially Marijuana smoking. I think most of us don't want to smell the Marjuana smoke while out in Nature. Thank you.
Dutchess	I have been Beacon local for eight years, this place has turned into a Disneyland and I almost had a nervous breakdown waiting for parking on a Saturday in the Wasburn parking lot. Please make resident parking passes.
Dutchess	Improvements to guide train passengers not into traffic… Remove the private food truck trailer that is running a noisy gas generator and creating trash. Allow volunteers/ trail stewards opportunity to fund programs
Dutchess	Better flow of directing people away from road. It's so dangerous. Also recommend getting rid of the noisy food truck. Creates traffic, garbage waste, and noise pollution.
Dutchess	The EV charging stations are often flooded at Long dock park in Beacon. Need to resolve drainage.

Comments regarding future HHFT development

Future development comments – positive

Respondent Origin	Comments
Distant	While I fully support and look forward to the Fjord Trail, I understand the concerns of those Cold Spring residents who believe that providing a significant amount of new recreational options might cause a disturbing amount of congestion in Cold Spring. Therefore, I think the Fjord Trail should be just that, a multiuse trail linking Cold Spring and Beacon, without expanding other activities.
Distant	thank you plz expand and do it for the kids
Distant	This is a fantastic resource and opportunity to share more "green" ideas with a wider demographic. It's the perfect day or weekend getaway for city folk and locals alike. It's quite a beautiful and one of a kind place to enjoy.
Distant	My hope is that you can appease some of the communities concerns but the trail seems like an amazing Idea.
Distant	Why is it taking so long
Distant	Great visit! We are in support of the fjord trail and want to express concern that those in opposition are prioritizing their own preferences over broader community needs, equity and accessibility. We also hope to see ADA accessibility considered in the planning and construction of the trail. Thank you!
Distant	Hope you build more trails!! I know locals don't like it, but they can't monopolize nature for themselves! Thank you!!
Distant	A trail extension would be a wonderful addition to the trails, especially for families and local businesses
Distant	Can't wait to see it all get built!
Distant	Beautifying the area and bringing in tourist $ is a good thing.
Distant	Very interested in seeing this project come to life!

Respondent Origin	Comments
Distant	Do it. But make sure you provide for continuing funds for upkeep!!!
Distant	Walking outside of the village center feels very dangerous due to the fast traffic. Really want to see this project go through along with other traffic calming features.
Distant	We live here and want this trail to extend past Newburg bridge to Brockway st
Distant	Having a safe alternative to biking on 9D is very important to me
Distant	Having a safe route to bike or walk that is protected from cars is very important for people traveling between Cold Spring and Beacon. Route 9D is very dangerous there.
Distant	Really great idea for a trail. I would love to visit the highlands without a car and I can see you are adding more capability to make that better
Distant	Love the idea of being able to walk along more of the Hudson River
Distant	Please don't let the group of cranks with the anti-trail signs stop this! I would so much rather walk to the hiking trailheads on this than the dangerous roads and I will also definitely walk the whole thing from end to end occasionally.
Distant	That sounds like a love addition to the Hudson Highlands!! Would definitely visit as long as there are good public transit options
Distant	Hudson highlands is a great park I think it makes sense to expand it
Distant	I've been hiking in the area for over ten years. So happy to see all the trail work being done, and looking forward to further improvements.
Distant	Excited for the future of this area. Parking and accessibility should mitigate the disruption to nearby areas.
Distant	A safer way to get to the trailheads would be amazing - people drive too fast on Fair st/rt 9
Distant	Easier connection from cold springs station to trail head. Put in sidewalks
Dutchess	The trail would be amazing biking to cold springs
Dutchess	Looking forward to what's ahead and enjoying the Fjord trail!
Dutchess	Seems like a great way to get people down to the water and away from 9D. We're excited for it to open someday.
Dutchess	yes Fjord trail
Dutchess	I love the Hudson Highlands Fjord Trail project! I live in Beacon off of 9D and would love to bike/walk to Cold Spring. It really scares me to see people biking on 9D between Cold Spring and Beacon, where the speed limit is 55mph and there is no room for the bikers.
Dutchess	Have you considered positive lawn signs? There are many who want this trail but have no visual means of offering support.
Dutchess	I live near long dock park and the thought of being able to walk to nearby towns is fantastic. My friends and family from nyc come up for these as well. Right now portions of the trail to cold spring feel isolated, would love to see sections to sit and relax or play.
Dutchess	Beacon residents so excited for the fjord trail!
Dutchess	My Dream as a resident is to be able to safely bike from beacon to cold spring. No reason these outdoorsy towns need to be isolated from each other and require a car!
Dutchess	As Beacon residents, we are very excited about the plans!
Dutchess	Would love the trails spacious enough for biking and walking! Also let's be careful to inform the public of the natural habitats and make sure all the local plants and animals can still thrive.
Dutchess	I'm looking forward to walking to Cold Spring!
Dutchess	We walk our dog daily. We love walking by the river and cannot wait until we can walk beyond Madam Brett and down toward Cold Spring. We love the idea of the Fjord Trail!

Respondent Origin	Comments
Dutchess	full support!
Dutchess	I strongly support the development of the Fjord trail!
Dutchess	I would like to be able freely hike from Beacon to cold Springs along the river.
Dutchess	it would be great if it's useful for transportation as well as hiking. more non-car transit in the area would be lovely.
Dutchess	Please build the fjord trail to connect beacon to cold spring!!!
Dutchess	A bike path from Beacon to Cold Spring would be incredible
Dutchess	I love the idea of the trail and would use it frequently!
Dutchess	Hi! I am a long distance runner (part of the Beacon Endurance club) and know 100s of runners who would be so happy to have a trail like this. Today, it requires a car and significant travel 20+ min) to access a rail trail of marathon training distance. This trail would be a dream come true!!
Dutchess	Please build it as planned!!!
Dutchess	I'm really interested in a bike/ walking path between Beacon and Cold Spring or Beacon and other areas. I visit Long Dock park almost every day and would welcome an opportunity to get from Long Dock to other areas on bike or by walking.
Dutchess	Do it!
Dutchess	I am a local and am in favor of the fjord trail!
Dutchess	I think it will help alleviate people walking on rte 9
Dutchess	It would be good to extend the FT to Pete and Toshi Park.
Dutchess	I support the trail and look forward to enjoying it.
Dutchess	Don't let the noisy, grumpy voices dissuade you. Cannot wait to safely ride my bike from home in Beacon to the trailheads.
Dutchess	I love the park. Often walk from Long Dock or Madsm Brett Psrk to Dennings Point. Can't wait for the trail to Cold Spring to open. Hurry, I'm 73! Also I would be interested in paying to install a bench in honor of my late wife, who also loved the Long Dock psrk.
Dutchess	It would be a great addition to the Hudson Valley!
Dutchess	Any expansion of the park would be great!
Dutchess	I live in Beacon, so I would love this!
Dutchess	Hope the trail gets built!
Dutchess	Build it! It'll be great!
Dutchess	Nature is for everyone! I welcome more accessibility for all, and I think all of our communities will be better for it. A spirit of hospitality and connection to nature should be characteristic of River towns.
Dutchess	My partner and I, as Beacon residents, are so excited about its potential. Can't wait for a safe path connecting us to Cold Spring!
Dutchess	GO FOR IT !!!!!!
Putnam	Please build it! We need more trails to give people places off-road but also off-mountain to bike and walk with ease. Also build a bike/pedestrian trail along Fishkill Rd, the Albany Post Rd (Rt 9), 301, and Rt 9w. All major routes should have protected, off-road bike/pedestrian paths where families can safely travel and play. Ignore the xenophobic nimbys. They will like it once they experience it.

Respondent Origin	Comments
Putnam	I lived in Chelsea before and after the Highline, I attended the first meetings with maps and plans then I attended many events of friends of the highline. I remember Giuliani opposed completely to the development of the highline and I think it has been the best and most assertive development ever. As. Cold Spring Resident I totally support the development of the Fjord Trail.
Putnam	This will be a great gift to the residents of Cold Spring! We will finally have bike trails for our kids (and us) and access to many beautiful views currently inaccessible to the public. And for all of us aging folks, it's nice to know that after hiking proves too difficult we will still be able to enjoy wonderful walks! We LOVE this project!
Putnam	We are locals and very excited for it.
Putnam	Looking forward to the project. Keep it up. Thanks.
Putnam	Can't wait for this to be built! Thank you so much, this is exactly what we need.
Putnam	Don't let the nimbys get you down
Putnam	Really support what you are doing - look forward to it coming to fruition
Putnam	We are very excited to get people and cars off of the road by the Beacon tunnel. It's super dangerous.
Putnam	I am strongly positive for the trail because it will allow biking between Cold Spring and Beacon. We need to get out of our cars a lot more. That would be a huge improvement to our area.
Putnam	I can't wait for the trail to be completed. Then we can have a safe place to enjoy cold spring outdoors without needing to drive out of town.
Putnam	I have been windsurfing since 1985 all over the world and for many years I accessed the river via the parking area between the tunnel and the trestles bridge that area becomes world class during a solid southeasterly due the Venturi effect based on the mountains and curves in the river, there is also a wind wrap around called a weiy gaite Dutch that makes for great wind surfing just south of bannermans. I like the idea of having a bike path and trail that goes from cold spring to beacon where one does not risk getting flattened on 9d. I would like to see parking for all the knuckle heads that think this is a premier hiking trail. Though I and other fellow windsurfers and kiters still penetrate your fence etc with the skill of a navy seal I would prefer a more friendly access point into the river as I'm getting too old to play commando to get to the best sailing spots :-).
Putnam	Hurry up with the fjord trail - i want to be able to use it!

Future development comments – negative

Respondent Origin	Comments
Distant	I have concerns with trash disposal, parking concerns and stress on the local plant and animal life with respect to the building of this project and the increased food and auto traffic. As it is the renovated trails and facilities already in place have attracted people who have zero respect for the village of cold spring and the park. There is a huge increase in litter and dog waste disposal bags left on the trail. On this one hike I saw 10 dog waste bags on trees and left on the ground. There is tissue paper EVERYWHERE. It was not this was l5 years ago. People vaping and playing loud music this park is really going downhill. This fjord project has been proposed and accepted with zero respect for the residents and local businesses of Cold Spring. I've been hiking here for 10 years and I was attracted to the area for the peace and quiet, untouched nature and the wonderful local people. I am not interested in a manmade walkway, artificial lawns, more waste, noise and crowds. This is shameful.
Distant	Please don't ruin the charm of this area by corporatizing it. This area is already busy enough during peak season, we don't need it further congested by this monstrosity. Every available inch doesn't need to be built on and expanded as a cityized recreation area.
Distant	I'm against the Fjord Trail. It will only create more congestion in this already overly busy area - cars, hikers, etc. It will be very dangerous to add all these activities alongside the very active train tracks. Please use the money to improve the existing very busy trails; add a sidewalk along the road; add a wider shoulder along the road; and PLEASE prune or cut trees to make viewpoints on the trail maps actually viewable. It's a crime that the views are gone.
Distant	I'm concerned about the impact the trail will have on the environment. I'm also concerned about the impact it will have on the town. It doesn't seem like either of those questions has been adequately addressed.
Distant	Sounds like the high line and that comes with more crowds
Distant	I've visited Cold Spring for over 20 years and it's becoming too crowded and touristic. We do not need more trails. I heard people from Cold Spring do not welcome this idea. I support them. Thanks.
Distant	Hate all that added stuff. We like our nature pure
Distant	We are against the Fjord trail. Do not Build
Distant	The trails and surrounding amenities and area are fine the way they are. Leave well enough alone. Any alterations, construction et al will inhibit the enjoyment of hiking within these current trails.
Distant	I oppose the proposal between Dockside to Breakneck Ridge. I think it would negatively change the character of Cold Spring, the environment and make the area a less desirable place for me and my family to visit and spend money. People come here because it is relatively calm, quiet and charming. Let's keep it that way.
Dutchess	Less development
Dutchess	Leave well enough alone , stop taking nature away for no good reason
Dutchess	You are destroying the natural beauty of the mountain. Only in New York State would blasting a staircase into the side of a mountain be considered "progress". I grew up hiking this mountain. It tears me apart knowing what was once a challenging hike has become unrecognizable as it is continued to be commercialized and more accommodating for individuals that are not up to a challenge, in addition to the damage caused to the environment.
Dutchess	Seems like a good way to ruin a historical area! As is, is beautiful.
Dutchess	I think the whole idea of this trail is a lie to Putnam and dutchess county .it will destroy both areas for someone to make money off a town they don't love it even like!

Respondent Origin	Comments
Dutchess	Your survey does not address whether these expanded services are supported by me. The current plans must be scaled way back.
Dutchess	The proposed fjord trail is too intrusive and expensive. We have many trails in Putnam and Dutchess counties. We don't need more. Breakneck trail should be closed to prevent further environmental damage. Hikers on Breakneck are notoriously careless. Calls on local emergency services are an issue as well. We often observe hikers with infants in all kinds of weather—rain, heat.
Putnam	Please don't develop the park preserve any further
Putnam	Not interested in having the Fjord trail here at all.
Putnam	I don't not want the HHFT built the way it is being proposed. It should go back to it's original plan and stop at Breakneck Ridge. Stay out of Cold Spring!
Putnam	Thanks for making residents want to move. Eventually it will be only tourists.
Putnam	If completed, I believe it will have an overall negative impact on this area.
Putnam	I don't want the trail. I live in the village and you people just don't care about the resident and the traffic that it'll cause for us. Most of the village for residents is street parking and it will just ruin the whole village. I know there are plenty of residents in the village that will agree with what I am saying.
Putnam	No fjord trail!!!!
Putnam	stop trying to develop more land, there's enough land that has been developed on and left for invasive to thrive. stop cutting important habitat and use what you already have. try listening to Big Yellow Taxi by the counting crows and Vanessa Carlton
#N/A	do not expand the Fjord trail.

Future development comments – neutral/suggestions

Respondent Origin	Comments
Distant	Don't alter the challenge of the climb
Distant	More hiking trails
Distant	Please make it more feasible for folks to hike without needing to drive or use Uber. We would love to take the train to a shuttle to hiking trailheads all over the county.
Distant	While I love the idea of the path going right next to the river and the expanded parking, I really want to focus on keeping Breakneck an isolated, environmentally normal habitat for animals and visitors like us.
Distant	Please provide a safe corridor for hikers along fair street and 9D. Riverfront options are also good but it's unlikely that all the foot traffic will route along the water. Once someone reaches fair street they are basically committed to that route. They are unlikely to turn around and go back to the water front.
Distant	Please do not change much. It is already getting too busy
Distant	I saw several signs protesting the HHFT and am curious about the opposition. It may be a good idea to acknowledge these people's concerns and address them (which may have been done already, I am not familiar with the whole picture)
Distant	You need to address the ecological and sustainable concerns in your documents and plans. There was no section on it in the website. This is surprising.
Distant	More transparency and communication about the project and funding

Respondent Origin	Comments
Distant	hope there are no commercial concessions and no boardwalk, leave it natural
Distant	Please make invasive species removal a priority before it kills all the native plants and wildlife. Great work I guess so far
Distant	Do not ruin the hiking trails by building useless stairs
Distant	I like having access to undeveloped land. But I need somewhere to park my car.
Distant	Please do not ever do private event spaces.
Distant	Better wild life control practices. Canada Geese are a BIG problem and a turn off.
Distant	Some water fountains would be greatly appreciated especially at the entrance of Washburn trail.
Distant	You can charge to enter :)
Distant	Please release detailed financial plan for ongoing maintenance of the new trail. Thanks!
Distant	Do not build build out into the river. Do not add private event spaces. Who is going to pay for maintaining the trail? Current plans seem way too elaborate.
Distant	Build it so people don't have to walk on 9D!! (Better yet, lower the speed limit to 40)
Dutchess	Don't make breakneck ridge too easy!
Dutchess	Ask locals their opinion
Dutchess	Reopen the dennings point loop trail already, it's been years!!
Dutchess	Don't overdevelop it
Dutchess	The less human impact on natural areas the better.
Dutchess	not everyone is into taking a walk or hike.. why has a fishing pier not even being considered?
Dutchess	Keep the habitat as natural as possible like Longdock
Dutchess	Don't want to see it too built up
Putnam	I live here. I see the proposed trail as a resource for the community. I'm not convinced there should be any car parking - it should be public transportation access only for the environment.
Putnam	Why not put literature and marketing about other fabulous and bettet trails for hikimg
Putnam	Shorter trail that doesn't end at dockside park and further overcrowd the village of Cold Spring. Less is more.
Putnam	Safety for kids is a priority via cameras and lighting.
Putnam	I hope you are able to increase the number of public comfort stations (restrooms) and potable water fountains throughout the length of the trail
Putnam	Only build tiny footprint to preserve nature & community anything becomes an attraction
Putnam	Consider partnership with MTA where subway/bus cards/omni can be used for the future shuttle service. This streamlines the experience for city tourists and may incentivize them to utilize the services. I have a feeling it would appeal to younger people who want convenient public transportation. I am aware this may be difficult or impossible lol
Putnam	Don't ruin the area with a highline type attraction.
Putnam	This is my backyard. Visitation is through the roof. Those who think canceling the Fjord Trail will make it all go away are in denial. By the same token, not planning properly and following through on that plan to carefully disperse visitors along all 7+ miles- not in planning theory but in actual practice- will completely blow this place up. You've got one chance to get it right. Traffic and visitation models have to be use ALL POSSIBLE VARIABLES in order to yield a realistic predictive output to successfully plan upon. Don't blow it.