

## **Chapter III.N: Emergency and Public Services – Fjord Trail North**

---

### **A. INTRODUCTION**

This chapter addresses the potential impacts from the Proposed Action on emergency and public services, including police protection services, fire protection services, and emergency medical services (EMS) along the Fjord Trail North Corridor. An evaluation of the proposed southern section of the Fjord Trail, known as Fjord Trail South, is provided in Chapter IV.N, “Emergency and Public Services – Fjord Trail South.” While there may be overlap in service areas between the Fjord Trail North Corridor and Fjord Trail South Corridor, this chapter addresses emergency service providers that are based in proximity to the Fjord Trail North Corridor in the City of Beacon, Town of Fishkill, and Dutchess County, whereas Chapter IV.N, “Emergency and Public Services – Fjord Trail South” addresses emergency service providers that are based in proximity to the Fjord Trail South Corridor in the Town of Philipstown, Village of Cold Spring, and Putnam County.

This chapter assesses the potential increase in demand on existing emergency service providers along the Fjord Trail North Corridor from implementation of the proposed Fjord Trail, including the rescue of lost or injured hikers. This chapter evaluates future conditions expected without the Fjord Trail, the potential impacts of the Fjord Trail, and the potential need for mitigation measures to address significant adverse impacts. Discussion of the ongoing efforts to coordinate emergency services from various local, county, and state providers are summarized as well.

### **B. EXISTING CONDITIONS**

The Fjord Trail North Corridor passes through parts of the City of Beacon and the Town of Fishkill. These areas are served by local emergency service providers, county-level providers from Dutchess County, New York State (NYS) Park Police, New York State Police (NYSP), and the Hudson Highlands State Park Preserve (HHSP) staff. **Figures III.N-1 and III.N-2** depict the locations of the Emergency service providers that serve the area of the Fjord Trail North Corridor. HHSP staff also serve the area and assist with responding to emergency service calls.

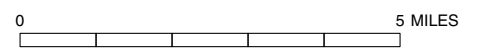
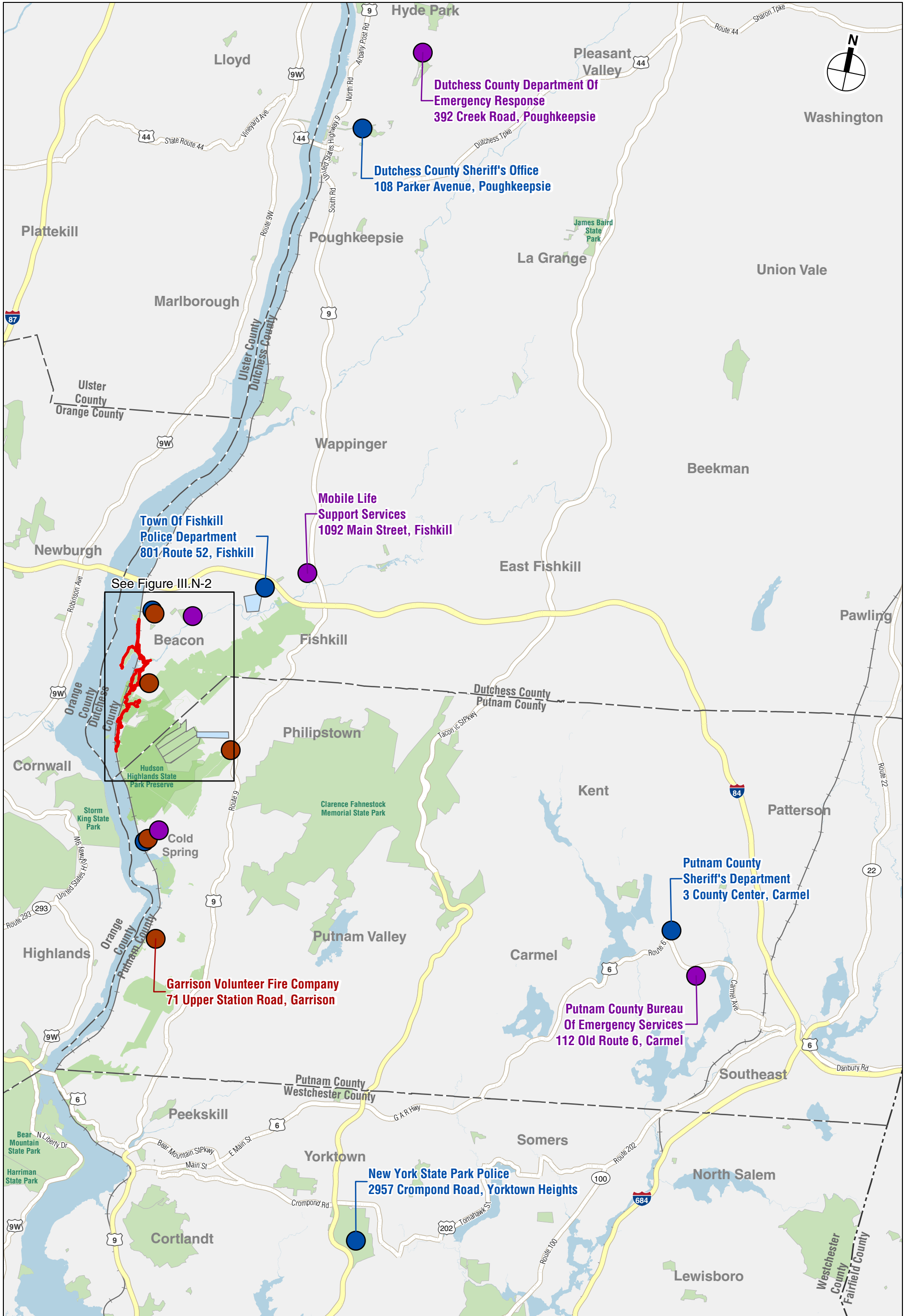
The following sections describe existing emergency services in the Fjord Trail North Corridor and incorporate information provided by emergency service providers through correspondence conducted in fall 2021 and winter 2023/2024 (correspondence is provided in **Appendix III/IV.N**).

#### **POLICE SERVICES**

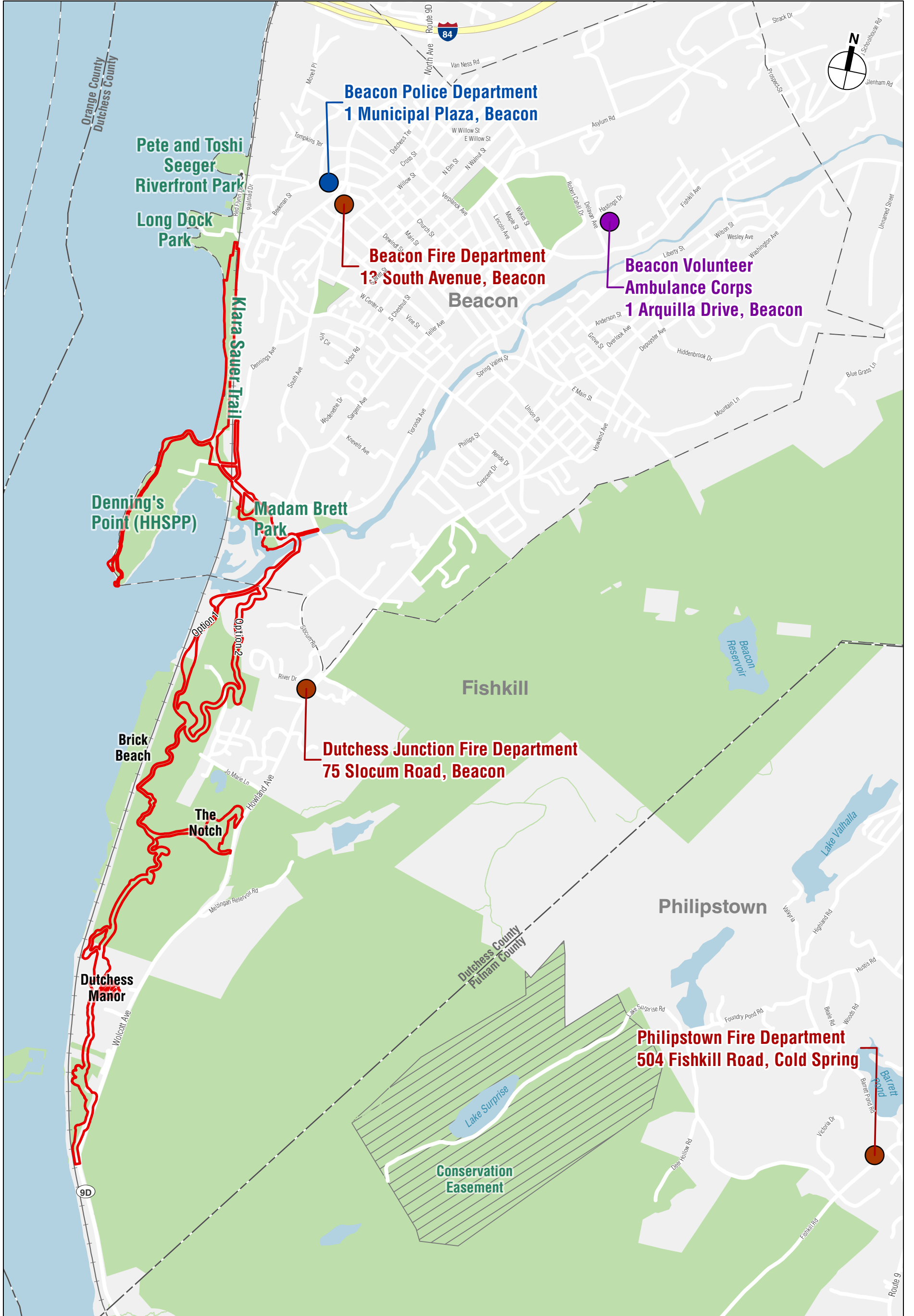
The Fjord Trail North Corridor is within the police service area for the following departments: (i) Dutchess County Sheriff, (ii) Town of Fishkill Police Department, (iii) New York State Park Police, (iv) New York State Police, and (v) Beacon Police Department. This section reviews current dispatch capacities of each.<sup>1</sup>

---

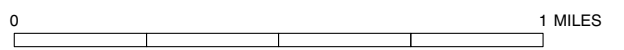
<sup>1</sup> Letters sent to police providers asked for information on the number of emergency service calls from the trail vicinity over the preceding two years. None of the respondents provided this information.



- Trail Corridor - Fjord Trail North
- EMS
- Fire Stations
- Police Stations



- Trail Corridor - Fjord Trail North
- EMS
- Fire Stations
- Police Stations



## **Hudson Highlands Fjord Trail**

---

### *NEW YORK STATE PARK POLICE*

The NYS Park Police that cover HHSPP areas within the Fjord Trail North Corridor are primarily stationed out of the South Zone Station in Franklin Delano Roosevelt (FDR) State Park, located at 2957 Crompond Road in Yorktown Heights (Westchester County). If needed, Park Police officers from the North Zone Station may be available to assist in response efforts. North Zone Station is located in Lake Taghkanic State Park, located at 1528 Route 82 in Ancram (Columbia County).

The South Zone Station located in FDR State Park is the primary station from which police officers would be dispatched to the Fjord Trail Corridor. The North Zone Station located in Lake Taghkanic State Park would be the secondary point of dispatch. The NYS Park Police report that there are no mutual aid agreements with adjacent municipalities.

According to the NYS Park Police, the current response time from the South Zone Station at FDR State Park to the area of the Fjord Trail in a “normal patrol mode” would be approximately 35 minutes. In the case of an “emergency response,” the time from FDR State Park to the area of the Fjord Trail Corridor would be approximately 25 minutes. From the Lake Taghkanic State Park station, the response time would be approximately 90 to 120 minutes.

### *NEW YORK STATE POLICE*

The Fjord Trail North Corridor is within the service area of Troop K, Zone 2 of the NYSP. The closest Zone 2 station to the Fjord Trail North Corridor is located at 18 Middlebush Road in the Town of Wappinger. Based on correspondence from the NYSP, this station is about seven miles from the Fjord Trail North Corridor (Long Dock Park), but response times would vary depending on the location of patrols.

### *BEACON POLICE DEPARTMENT*

The Beacon Police Department is located at 1 Municipal Plaza in the City of Beacon. It is a small department and does not have any substations. Patrol shifts include a patrol sergeant and either two or three police officers on the road. All patrol vehicles are either all-wheel drive or four-wheel drive, and the department also has one utility terrain vehicle (UTV), which is not deployed on a daily basis but is available as needed. The UTV has been used to access Denning’s Point in the past for emergency situations.

As the department does not have any substations, officers are dispatched from the stationhouse at 1 Municipal Plaza, or from patrol. The department did not indicate the existence of any mutual aid agreements.

Based on correspondence from the Department, response time to most parts of the City of Beacon is five minutes, and in the event that the UTV is needed, it could add another fifteen minutes to the response time as an officer would have to return to the station and switch vehicles to respond.

### *TOWN OF FISHKILL POLICE DEPARTMENT*

The Town of Fishkill Police Department is stationed at 801 Route 52 in the Town of Fishkill. The Department operates three divisions: (1) Patrol Services Division, comprising eight patrol sergeants and 30 patrol officers overseen by a division supervisor, which responds to calls for assistance and enforces state and local laws; (2) Special Services Division, which includes a Detective Bureau and a Community Policing Unit; and (3) Administrative Services Division, which supports the line functions of the Department, oversees expenditures, and provides services

to specialized units in the community.<sup>2</sup> Correspondence has been sent to the Department for additional information, but as of the date of publication of this DGEIS, no response had been received.

*DUTCHESS COUNTY SHERIFF'S OFFICE*

The Dutchess County Sheriff's Office is based at 108 Parker Avenue in the City of Poughkeepsie. As stated on its website, "The Dutchess County Sheriff's Office, as part of, and empowered by the community and in order to attain and preserve public confidence, is committed to the mission of protecting lives, property and the rights of all people; to maintaining order, to enforce the law impartially and to uphold the Constitution of the State of New York and the Constitution of the United States of America."<sup>3</sup> Correspondence has been sent to the Dutchess County Sheriff for additional information, but as of the date of publication of this DGEIS, no response had been received.

**FIRE PROTECTION SERVICES**

The Fjord Trail North corridor is within the service area for the following fire departments: (i) Beacon Fire Department, (ii) Dutchess Junction Fire Department, and (iii) Village of Fishkill Fire Department. This section provides a description of fire response services, rescue equipment operated by each department, staffing, call volume, and response times for each department.

*BEACON FIRE DEPARTMENT*

The Beacon Fire Department is located at 13 South Avenue in the City of Beacon and is under one mile from the northern end of the Fjord Trail Corridor at Long Dock Park. As of January 2024, the firehouse was undergoing renovations, with an anticipated date for substantial completion to reoccupy the building to be October 2024. The fire department has at least four career firefighters on duty at all times, allowing immediate response to calls for service. The fire department has one fire engine and multiple ladder trucks but does not have an all-terrain vehicle (ATV).

The Beacon Fire Department typically responds to Beacon addresses unless assistance is requested by other emergency service providers. According to the fire department, the response time to the portion of the Fjord Trail within its jurisdiction is under four minutes. The fire department has indicated a mutual aid agreement with the Dutchess County Office of Emergency Response, "Fire ~ Rescue ~ EMS Mutual Aid Plan for the County of Dutchess," dated January 15, 1955, revised as of April 2010.

*DUTCHESS JUNCTION FIRE DEPARTMENT*

The Dutchess Junction Fire Department is located at 75 Slocum Road in the City of Beacon. The department is small and exclusively comprised of volunteers, and provides fire and rescue services in Dutchess Junction (between the City of Beacon border and Putnam County border) to approximately 550 residents. As of 2021, it operated on an annual budget of \$102,000. The majority of service calls involve automobile accidents, EMS assistance, hiking rescue, and brush fires.

The department did not report the existence of any mutual aid agreements. During a call in September 2021, the department commissioner indicated that the department sometimes assists with

---

<sup>2</sup> <https://fishkillpd.org>. Accessed May 6, 2024.

<sup>3</sup> <https://www.dutchessny.gov/Departments/Sheriff/Dutchess-County-Sheriffs-Office.htm>. Accessed May 6, 2024.

## **Hudson Highlands Fjord Trail**

---

emergency calls to Breakneck Ridge when requested by other emergency service providers. The department also noted that it sometimes receives calls through the Dutchess County fire dispatch.

The department estimates that its services will encompass approximately three miles of the proposed Fjord Trail (including the southern portion of Fjord Trail North and the Breakneck Connector and Bridge). The department did not provide an average response time to the portion of the Fjord Trail corridor within its coverage area.

### *OTHER FIRE DEPARTMENTS WITHIN THE FIRE SERVICE AREA*

Correspondence has been sent to the Village of Fishkill Fire Department (see **Appendix III/IV.N**), but as of the date of publication of this DGEIS, no response had been received.

### *ADDITIONAL FIREFIGHTING SERVICES*

Additional firefighting services are provided in the area of the Fjord Trail North Corridor by the New York State Office of Parks, Recreation, and Historic Preservation's (OPRHP's) Wildland Firefighting Team and the New York State Department of Environmental Conservation (NYSDEC) Forest Rangers.<sup>4</sup> These providers are called in to assist with firefighting efforts depending on need. Over the past several years, both providers have been engaged to assist with firefighting efforts in and around HHSPP.

### **AMBULANCE AND EMERGENCY RESCUE**

The Fjord Trail North Corridor is within the service area for the following ambulance and emergency rescue providers: (i) Beacon Volunteer Ambulance Corps, (ii) Mobile Life Support Services, and (iii) Dutchess County Department of Emergency Response.

The following section provides a description of the ambulance and emergency first responders that currently serve the area, including their service geography, response times, equipment, training levels of personnel, and dispatch capacities of each.

### *BEACON VOLUNTEER AMBULANCE CORPS*

The Beacon Volunteer Ambulance Corps is located at 1 Aquilla Drive in the City of Beacon. The Corps owns three Basic Life Support (BLS) Ambulances, and one UTV with a trailer for mountain rescues. According to the corps, it staffs one BLS ambulance 24 hours a day, 7 days a week, and occasionally staffs its second ambulance during peak times of Monday through Friday from 10 AM to 6 PM. Ambulances are dispatched by the Dutchess County Department of Emergency Response 911 Center and response to all calls comes from the 1 Aquilla Drive location in the City of Beacon.

The Corps participates in the Dutchess County Mutual Aid Agreement, which allows the corps and mutual aid units to assist each other when resources are limited or unavailable for particular service areas.

The Corps did not identify the average response time to the portion of the Fjord Trail North Corridor within its jurisdiction.

### *MOBILE LIFE SUPPORT SERVICES*

Mobile Life Support Services (MLSS) is located at 1092 Main Street in the Village of Fishkill. According to the MLSS, it is "the advanced Life Support (Paramedic) provided for the Beacon

---

<sup>4</sup> <https://www.dec.ny.gov/regulations/41086.html> (accessed April 1, 2024).

District which means in a medical emergency that the Dutchess County 911 center deems to need a Paramedic [MLSS] would be dispatched to back up Beacon Ambulance. Most of those responses would come out of [the] Fishkill station with the secondary station being Newburgh.” The secondary station is located at 69 Dickson Street in the City of Newburgh (Orange County). The correspondence from MLSS did not indicate staff size or the equipment they use by MLSS and did not indicate the existence of any mutual aid agreements.

*OTHER AMBULANCE AND EMERGENCY RESCUE SERVICES WITHIN THE AREA*

Correspondence was sent to the Dutchess County Department of Emergency Response, but as of the date of publication of this DGEIS, no responses had been received.

**OPRHP STAFF AND RESOURCES**

The HHSPP park office at Little Stony Point is staffed on weekends only. HHSPP staff also perform trail stewarding on the weekends. HHSPP staff maintenance responsibilities include trail clearing and blazing, building and structure upkeep, tree cutting, landscaping, garbage pickup and cleaning, and stocking map boxes throughout the park. HHSPP staff also assist with operations at Clarence Fahnestock Memorial (Fahnestock) State Park.

Currently there are four full-time employees in the park and four part-time employees who work one or two days on the weekend. In the summer season, from Memorial Day to Labor Day, there are about eight full-time employees, including two unpaid Student Conservation Association interns. OPRHP has regional managers, but they are typically not on the ground in the park. At times, a regional maintenance crew assists with maintenance issues beyond the abilities of full-time HHSPP employees. NYS Park Police are involved in rescue operations, and Fahnestock State Park staff also occasionally assist, as needed.

To respond to emergencies, HHSPP staff have two pick-up trucks, a John Deere Gator vehicle, a wheeled stretcher, a first aid bag, and various small equipment including backpacks, headlamps, and whistles. HHSPP staff are first responders in HHSPP, Fahnestock State Park, and Wonder Lake State Park. In the event of injuries or rescues in HHSPP, HHSPP staff usually receive the first call and act as triage medics to determine whether staff can handle the situation or if support from local emergency service providers is necessary.

Emergency response procedures are the same in all three of the above parks, although procedures may vary by type of incident. Normally a call is made by the injured or lost hiker, either directly to State Police or to 911, who then relay the message to State Park Police; State Park Police then contact the park manager. If the park manager is unavailable, there is a chain of command that is followed until someone is found who can report to the incident. Occasionally, HHSPP staff are not alerted through the emergency response system and become aware of an incident when emergency service vehicles enter the park with sirens on.

Over the years, HHSPP has developed relationships with local emergency service providers through being on emergency calls together, and as such are able to communicate when there is a need. While there is no formal structure among the various emergency service providers, there have been occasional meetings among the various groups of emergency responders. HHSPP staff generally handle lost hiker calls with assistance from State Police.

Since HHSPP staff have an extensive familiarity with the trails, their role in the case of injured hikers is to locate the person to provide the best access route for responders to reach them, and provide assistance and a wheeled stretcher to rescue the person in need. If HHSPP staff and the responding emergency service providers are unable to complete the rescue due to challenging



terrain, the next step is to call the Orange County Ropes Team who are trained in high angle rescues. In the case of severe or life-threatening injury, the final option is to call for a helicopter, which normally comes from the New York State Police, Westchester County Police Department, or West Point, depending on which is available to respond. In the case of wildfires, HHSPP staff also coordinate with NYSDEC.

### **ALL HAZARD EMERGENCY OPERATIONS PLAN**

The federal Disaster Mitigation Act of 2000 (DMA 2000) requires that states, with support from local government agencies, develop and update hazard mitigation plans (HMPs) on a five-year basis to prepare for and reduce the potential impacts of natural hazards. In accordance with the DMA 2000, Dutchess County (and the municipalities located therein) adopted its own HMP. This section of the DGEIS discusses the HMP as it relates to the proposed Fjord Trail North.

#### *DUTCHESS COUNTY HAZARD MITIGATION PLAN*

In 2015, Dutchess County and the municipalities therein published the Dutchess County Hazard Mitigation Plan (“Dutchess HMP”).<sup>5</sup> The Dutchess HMP includes a countywide analysis and assessment of hazards, risks and capabilities, and served as an update of the 2006 “Dutchess County Hazard Mitigation Plan” (a single jurisdiction plan) as well as an update of local single- and multi-jurisdictional hazard mitigation plans developed previously by a number of the participating Dutchess County municipalities. The City of Beacon and the Town of Fishkill are among the municipalities that participated in development of the Dutchess HMP.

The Dutchess HMP identifies eight natural hazards of concern for the county: coastal hazards (hurricane/tropical storm, coastal erosion, nor'easter), drought, earthquake, extreme temperature, flood (riverine, coastal, dam failure, flash, ice jam), severe storm (thunderstorm, hail, wind, tornado), severe winter storm, and wildfire. To address these potential hazards, the Dutchess HMP identifies mitigation strategies to reduce risk and enhance preparedness. It is also the intention of the plan that all participating jurisdictions incorporate mitigation planning into daily government operations. The City of Beacon and the Town of Fishkill, which encompass the Fjord Trail North corridor, have each incorporated hazard mitigation into their existing processes and programs, as outlined in Sections 9.2 and 9.9 of the Dutchess HMP, respectively.<sup>6,7</sup> Measures include infrastructure upgrades to improve drainage and reduce flooding, incorporating hazard mitigation planning into other local policy documents (e.g., comprehensive plan updates), educating the public on disaster preparedness, and improving resiliency of critical infrastructure (e.g., emergency response facilities and utilities). These measures are intended to reduce potential losses to life and property and limit the need for emergency responses due to hazard events.

Section 7 of the Dutchess HMP, “Plan Maintenance Procedures,” describes the system that Dutchess County and all participating jurisdictions established to monitor, evaluate, and update the mitigation plan; implement the mitigation plan through existing programs; and solicit continued public involvement for plan maintenance. A Mitigation Planning Committee (MPC)

---

<sup>5</sup> <https://www.dutchessny.gov/Departments/Emergency-Response/Hazard-Mitigation-Plan.htm> (Accessed March 1, 2024).

<sup>6</sup> <https://www.dutchessny.gov/Departments/Emergency-Response/Docs/Section-9-2-Beacon-C.pdf> (Accessed March 3, 2024).

<sup>7</sup> <https://www.dutchessny.gov/Departments/Emergency-Response/Docs/Section-9-2-Beacon-C.pdf> (Accessed March 3, 2024).



was established, and each participating jurisdiction assigned a representative to the MPC responsible for monitoring, evaluating, and updating the responsibilities of the participating jurisdiction. The MPC meets annually to discuss and document the status of the Dutchess HMP.

### **C. FUTURE WITHOUT THE PROPOSED ACTION**

In the future without the proposed Fjord Trail North, the number of visitors to the area is not expected to increase more than the yearly growth experienced in recent years (see the Visitor Projection Study in Chapter III.L, “Traffic and Transportation – Fjord Trail”). In the future without the proposed Fjord Trail North, there is no anticipated need for increased capacity of emergency service provider staffing, equipment, or funding.

As part of the Breakneck Connector and Bridge Project (BNCB), several improvements are proposed to address existing vehicular and pedestrian safety issues just south of the Fjord Trail North Corridor. These safety improvements include creating an off-road shared-use path connection between the MNR Breakneck Ridge train stop and the Breakneck Ridge trailhead area to keep pedestrians separated from NYS Route 9D and improved access for emergency responders. In addition, as part of a separate action by HHFT, Inc. that is undergoing SEQR review by the Town of Fishkill, HHFT, Inc. plans to repurpose the Dutchess Manor property along NYS Route 9D, which it owns, as offices for HHFT, Inc. and as a small visitor center with up to approximately 180 parking spaces to accommodate existing area trail users. A shuttle service is also planned in conjunction with the BNCB and Dutchess Manor projects to transport trail users between trailheads and parks between Beacon and Cold Spring. These parking improvements and shuttle service will provide safer means for trail users to visit the area and travel between trailheads and parks.

### **D. FUTURE WITH THE PROPOSED ACTION**

The proposed Fjord Trail would increase visitation to the area, but the trail would be entirely consistent with existing recreational uses throughout the area and would also provide a more cohesive connection between existing recreational resources in HHSPP and other local parks. The Fjord Trail would address existing safety concerns in the Trail Corridor, whereby pedestrians must currently use NYS Route 9D to travel between trailheads, which lacks pedestrian infrastructure and has narrow shoulders. The Proposed Action would also include new parking areas at the Notch and the proposed Wade’s Hill Lot, providing additional, safer options for parking and access to the HHSPP trail network.

The following sections provide an assessment of potential impacts to emergency service providers due to increased visitation and an overview of feedback received from emergency service providers through correspondence conducted for the project.

#### **PROJECTED CONDITIONS – VISITATION**

As described in Chapter III.L, “Traffic and Transportation – Fjord Trail,” the proposed Fjord Trail is anticipated to result in approximately 268,700 net new annual visitors to the project area, or net new daily visitation of 1,710 visitors for a typical weekend (“design”) day. Introduction of a new trail, and an increase in visitation and vehicles on local roadways, would likely result in additional calls for emergency response and an increase in demand on emergency service providers.

The design of the Main Trail of the Fjord Trail would be up to 14 feet wide and designed to be Accessible to provide recreational opportunities for everyone regardless differences in ability. Meanders would be narrower and would be Accessible to the extent possible. The Accessible

## **Hudson Highlands Fjord Trail**

---

design would facilitate safe movement of pedestrians and bicyclists along the proposed Fjord Trail, including Fjord Trail North.

Pedestrians and bicyclists would have direct and safe access to Fjord Trail North and HHSPP trails from the proposed new parking areas at the Notch and the Wade's Hill Lot, as well as from Dutchess Manor, from which a Connector Trail would be provided to the Main Trail of Fjord Trail North. Access to the existing Notch trailhead on the east side of NYS Route 9D would also be improved by removing informal pull-off parking along NYS Route 9D, with hikers able to use the new Notch parking lot. A trail connection and a crosswalk across NYS Route 9D would be provided from the Notch parking area to the Notch trailhead.

To facilitate emergency response along Fjord Trail North, there would be multiple points of access available for emergency service providers, including at Long Dock Park, Denning's Point, Madam Brett Park, the Notch, Dutchess Manor (which would have a Connector Trail to the Main Trail), and from the BNCB at the southern end of Fjord Trail North. The proposed new parking area at the Notch would provide direct access from NYS Route 9D to Fjord Trail North. The proposed Wade's Hill Lot along NYS Route 9D would also have a Connector Trail to the existing Wilkinson-Memorial Trail in HHSPP, providing an additional means of direct access to the HHSPP trail network. The parking areas would contain reserved space for emergency responders to facilitate safe and efficient access when performing rescues.

These combined measures would promote safety for users of the proposed Fjord Trail and enhance safety for visitors to existing recreational resources, limiting the additional demand on local emergency responders. For safety, the Fjord Trail would also have gates to prohibit nighttime use as well as enable the area to be closed for an emergency or severe weather incidents. Through ongoing discussions, it would be determined which service providers would have keyed access to the Fjord Trail.

Increased visitation would potentially increase demand on emergency service providers, but overall would not result in substantial change to the demand for police, fire, and medical response providers that already serve the area and respond to safety issues as a matter of course. HHFT, Inc. and OPRHP would have staff trained in wilderness first-aid to respond to incidents, with municipal emergency responses services engaged as needed. Overall, through the provision of additional parking facilities as part of the proposed Fjord Trail, in concert with parking improvements that would occur separately from the Proposed Action (i.e., BNCB and Dutchess Manor), separation of pedestrian and vehicle traffic, building of safe and frequent points of access, and creation of better connections to existing trails and other parks and recreational resources, visitors would experience an overall safer environment for outdoor recreation in the area. With these improvements in place, emergency service providers with jurisdiction over the Fjord Trail North Corridor would be better able to navigate their way to visitors in need of assistance, and to respond to emergency service calls, resulting in a safer environment for visitors and first responders. Altogether, the Fjord Trail would promote safer, more organized access to popular destinations while creating a new recreational amenity.

As the design progresses, HHFT, Inc. will continue to coordinate with state, county, MNR (where applicable), and local emergency service providers to identify and address potential needs to ensure that the Fjord Trail can be adequately serviced.

### **EMERGENCY SERVICE PROVIDER FEEDBACK**

As discussed above, the proposed Fjord Trail would incorporate design measures to ensure safety, and it is intended to facilitate safer movement between existing recreational resources in the Fjord

Trail corridor. Feedback from emergency service providers related to the project are summarized below.

*NEW YORK STATE PARK POLICE*

Through correspondence with the NYS Park Police, they expressed concern that an increase in visitation to the area could increase the number of calls for service and impact personnel and equipment, but they did not express an anticipated change in response time to the area of the Fjord Trail.

The NYS Park Police noted that from May 1, 2021, to November 1, 2021, they “responded to over 140 calls for service in the Hudson Highlands area with these calls primarily being handled by a single Officer.” The nature of the calls “ranged in severity from minor parking calls to severe injury and/or extreme response.” The NYS Park Police anticipated that increased visitation to the area would increase the calls for service and reduce the ability of Park Police personnel to cover the rest of the area. The Park Police indicated that additional emergency response equipment and a water access point along the trail would be advantageous.

HHFT, Inc. and OPRHP are mindful of these concerns. While increased visitation to the area from the Fjord Trail would potentially increase demand on emergency service providers, the Fjord Trail is also intended to address existing safety issues throughout the Trail Corridor by providing a more organized and cohesive means for accessing existing recreational resources and trails. In addition, as discussed above, the Fjord Trail would be designed to be Accessible, which would facilitate safe pedestrian and bicycle movements for Fjord Trail users. These features of the Proposed Action would be expected to limit the increase in demand on emergency responses. HHFT, Inc. will continue to coordinate with the NYS Park Police as design advances, as needed, to identify and address potential needs, as noted above.

*BEACON POLICE DEPARTMENT*

The Beacon Police Department indicated that it does not “foresee the trail system creating a huge impact on [the Department’s] operations.” The department also indicated that as of now, “the trail system would not receive regular patrols unless criminal activity started to occur on a regular basis.” It was also noted that the department is the primary responding department for certain properties owned by Scenic Hudson and OPRHP, and that those areas “have a relatively low call volume” which it “suspects would be the same for the Hudson Highlands Fjord Trail.”

*BEACON FIRE DEPARTMENT*

The Beacon Fire Department indicated that in the future with the proposed Fjord Trail, it envisions “more incidents” requiring fire and EMS response, and that response time to a majority of the proposed Fjord Trail North (within its jurisdiction) could be impacted due to limited access. However, the department also noted that “if equipped with a proper response vehicle and through mutual aid agreements, the Beacon Fire Department could service the entire Fjord Trail.” HHFT, Inc. will continue to coordinate with the Beacon Fire Department as design advances, as needed, to identify and address potential needs, as noted above.

*DUTCHESS JUNCTION FIRE DEPARTMENT*

As the segment of the proposed Fjord Trail North that passes through the Dutchess Junction Fire Department’s service area is along the Hudson River, the department expressed concern regarding access, and the potential need for the department to use a boat to gain trail access. Presently, the department operates a 1987 utility pickup truck to provide fire and rescue services. “In anticipation

## **Hudson Highlands Fjord Trail**

---

of the increased traffic and the number of visitors and hikers,” the department suggested it might need to acquire a “mini attack vehicle” to supplement the pickup truck. The new vehicle “would provide 250 to 300 gallons of water, as well as adequate space for brush firefighting equipment and tools. Also, this vehicle would provide space for rescue equipment such as a stretcher to transport injured people.” HHFT, Inc. will continue to coordinate with the Dutchess Junction Fire Department as design advances, as needed, to identify and address potential needs, as noted above.

### *BEACON VOLUNTEER AMBULANCE CORPS*

The Beacon Volunteer Ambulance Corps did not comment on potential impacts to its services from the proposed Fjord Trail.

### *MLSS*

The MLSS indicated that the proposed Fjord Trail should not impact response times within the Beacon District. The MLSS did not comment on projected conditions that might result from development and operation of the Fjord Trail.

### *OPRHP STAFF AND RESOURCES*

The extent to which OPRHP staff would be available to perform emergency services throughout the Fjord Trail North Corridor will be determined at a later date. Nevertheless, it is likely OPRHP would assist in coordination efforts.

## **ALL HAZARD EMERGENCY OPERATIONS PLAN**

Fjord Trail North would not impede or interfere with implementation of the Dutchess HMP. While portions of the trail would be within floodplains and along the Hudson River and Fishkill Creek shorelines, the design of Fjord Trail North and materials used for its construction would not increase the potential for flooding or erosion of shoreline areas. The Trail would also be resilient to flooding and sea level rise. See further discussion in Chapter III.C, “Land – Fjord Trail North,” and Chapter III.D, “Water – Fjord Trail North.”

## **E. MITIGATION**

Increased visitation would potentially increase demand on emergency service providers, but overall would not result in substantial change to the demand for police, fire, and medical response providers that already serve the area and its existing recreational resources as a matter of course. At the same time, Fjord Trail North would be designed to alleviate existing safety issues experienced by visitors to the area, including unsafe means of access to and between existing trails and trailheads and insufficient parking for visitors. Fjord Trail North would also be designed to be Accessible and provide multiple points of access that could be used by emergency responders to promote safe usage of the Trail. Incremental costs would potentially be at least partially offset by anticipated tax revenue due to increased tourism/visitation to the area (see Chapter III.K, “Socioeconomics – Fjord Trail North”). In addition, as noted above, HHFT, Inc. will continue to coordinate with emergency service providers as design progresses to identify and address potential needs to ensure the proposed Fjord Trail can be adequately serviced. \*