

Chapter IV.N: Emergency and Public Services – Fjord Trail South

A. INTRODUCTION

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

This chapter assesses the potential increase in demand on existing emergency service providers along the Fjord Trail South 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

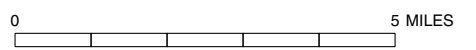
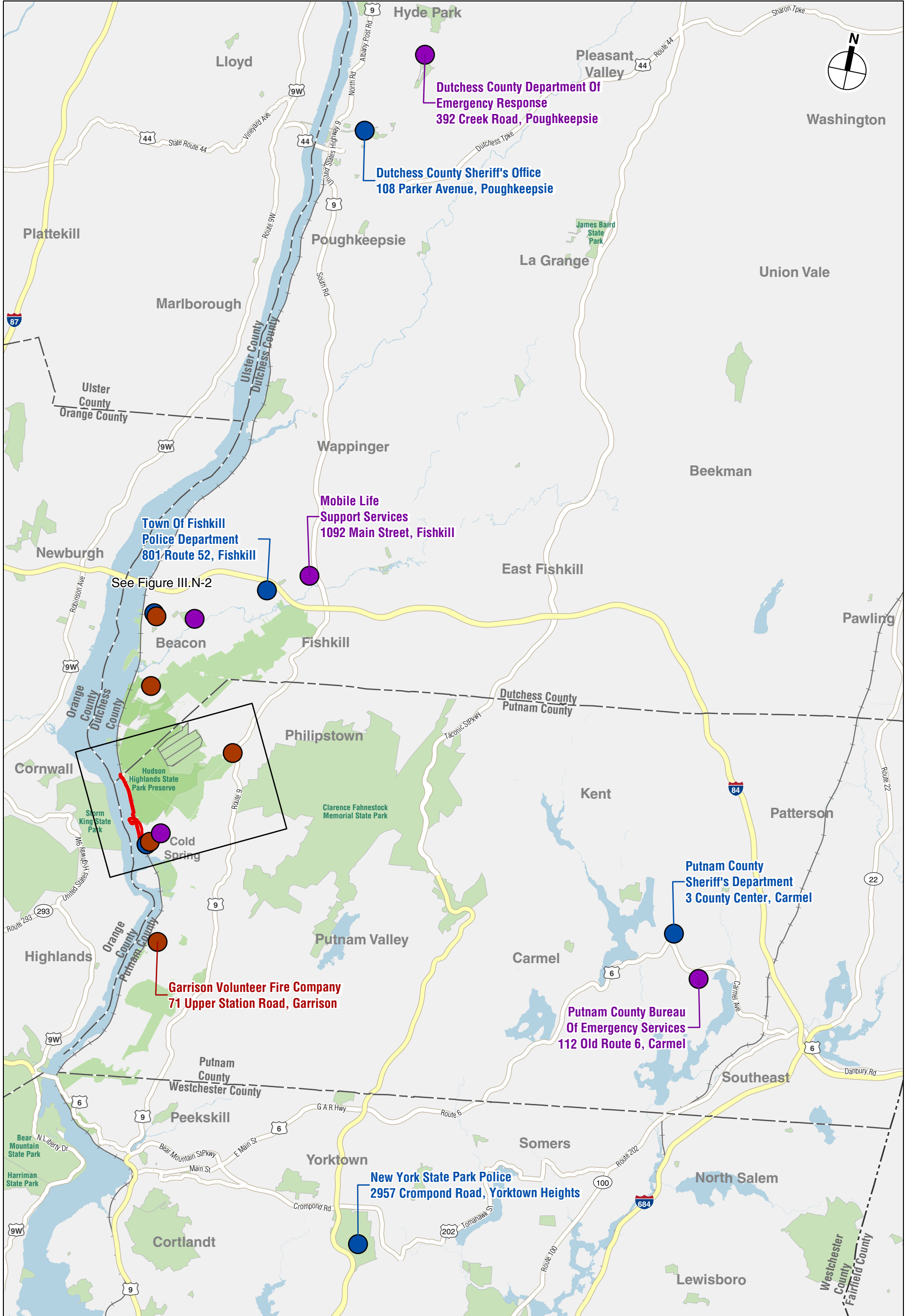
The proposed Fjord Trail South Corridor passes through parts of the Village of Cold Spring and the Town of Philipstown. These areas are served by local emergency service providers, county-level providers from Putnam County, New York State (NYS) Park Police, New York State Police (NYSP), and the Hudson Highlands State Park Preserve (HHSP) staff. **Figures IV.N-1 and IV.N-2** depict the locations of the emergency service providers that serve the area of the Fjord Trail South 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 South 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**).

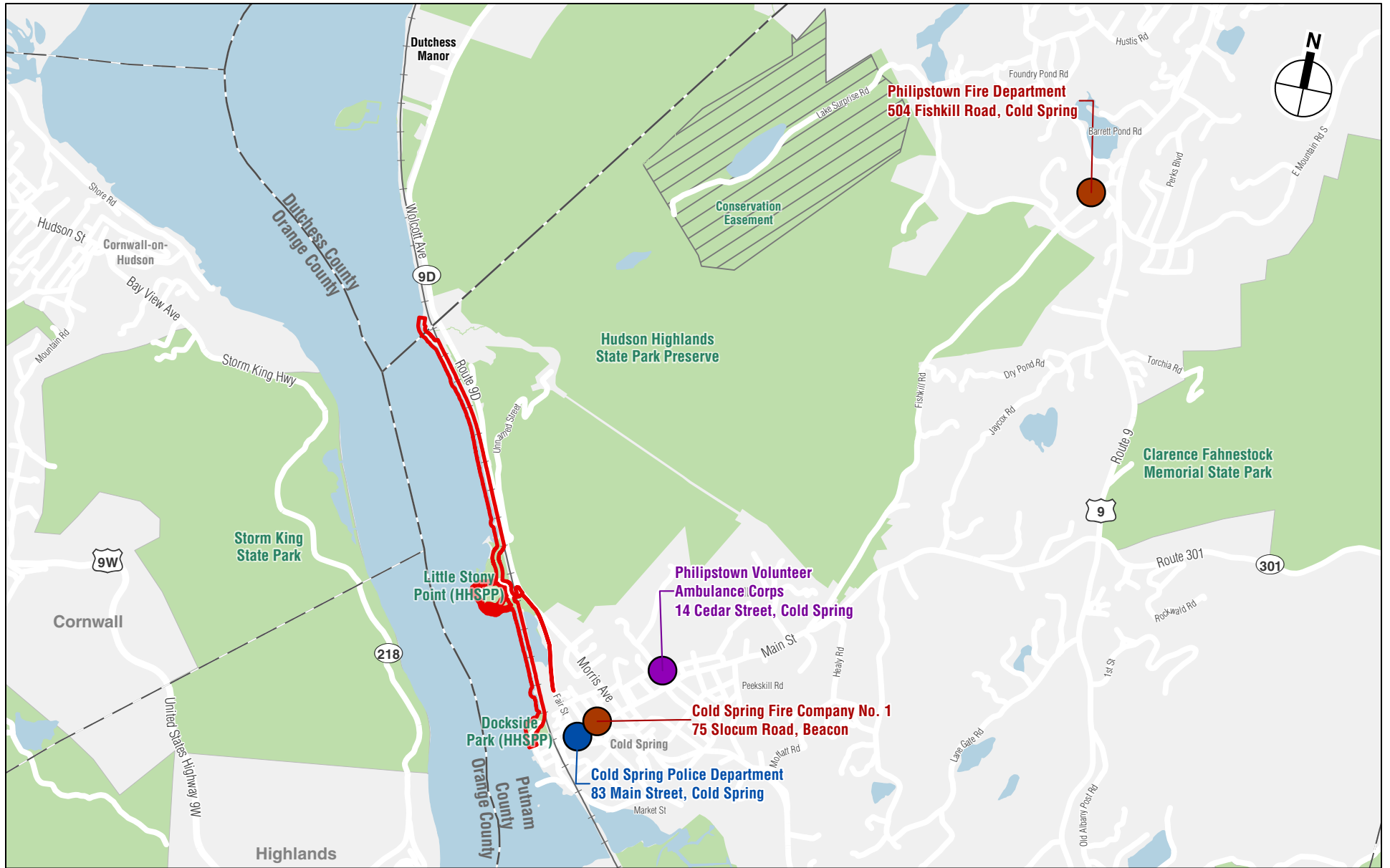
POLICE SERVICES

The Fjord Trail South Corridor is within the police service area for the following departments: (i) Putnam County Sheriff, (ii) Town of Philipstown¹, (iii) New York State Park Police, (iv) New

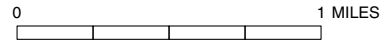
¹ Police Services in the Town of Philipstown are provided by the Putnam County Sheriff’s Department.



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



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



Hudson Highlands Fjord Trail

York State Police, and (v) Village of Cold Spring. This section reviews current dispatch capacities of each.²

PUTNAM COUNTY SHERIFF

The Putnam County Sheriff's main office is located at 3 County Center in the Town of Carmel. The Sheriff's Department has an operation sub-station in the Village of Nelsonville where some members of the Sheriff's Department start and end their shifts. The Sheriff's Department indicated that it "provides 24/7/365 public safety and service" to the community. The sub-station houses a Zodiac boat and a utility terrain vehicle (UTV), which can be utilized for off-road search and rescue operations. The Sheriff's Department has approximately 35 uniformed patrol members, five of whom are assigned to the Nelsonville sub-station.

For calls from Dockside Park to Breakneck Ridge (i.e., the Fjord Trail South Corridor), the Sheriff's Department dispatches patrols assigned to the Town of Philipstown. Patrols are mobile throughout the community and do not remain at either stationhouse. Should additional personnel be needed in response to an emergency call, the Sheriff's Department would either pull from patrols on the east side of Putnam County or call in additional members of the Sheriff's Department. The Sheriff's Department reports that there are no applicable mutual aid agreements.

The longest response time to the Fjord Trail Corridor would be approximately 25 minutes should the patrol be coming from Sheriff's headquarters in Carmel. Patrols in the Town of Philipstown could reach the Fjord Trail South Corridor between four and 15 minutes, depending upon their location at the time of the call. Given the location of the Fjord Trail South Corridor, the Sheriff's Department reports there would be at least one and up to three patrols available to respond, although a response of three patrols would include a response from the Village of Cold Spring Police Department as well.

NEW YORK STATE PARK POLICE

The NYS Park Police that cover HHSP areas within the Fjord Trail South 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.

² 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.

NEW YORK STATE POLICE

The Fjord Trail South Corridor is within the service area of Troop K, Zone 2 of the NYSP. The closest Zone 2 station to the Fjord Trail South Corridor is located at 18 Middlebush Road in the Town of Wappinger. Based on correspondence from the NYSP, this station is about 14 miles from the Fjord Trail South Corridor (Dockside Park), but response times would vary depending on the location of patrols.

VILLAGE OF COLD SPRING POLICE DEPARTMENT

The Village of Cold Spring Police Department is located at 83 Main Street in the Village of Cold Spring. The Department does not have any substations. The Department noted that it covers Dockside Park, which is part of HHSP. As the Department does not have any substations, officers are dispatched from the stationhouse at 83 Main Street, or from patrol. The Department did not indicate the existence of any mutual aid agreements. The Department did not provide a response time from the stationhouse to the portion of the Fjord Trail Corridor within its jurisdiction. However, the stationhouse is in close proximity to the Fjord Trail South Corridor, located a couple blocks from Dockside Park.

FIRE PROTECTION SERVICES

The Fjord Trail South Corridor would be within the service area for the following fire departments: (i) Cold Spring Fire Company No.1, and (ii) Town of Philipstown Fire Department (Philipstown North Highlands Fire District).

Using information supplied by the various fire service providers, this section provides a description of fire response services, rescue equipment operated by each department, staffing, call volume, and response times for each department.

COLD SPRING FIRE COMPANY NO. 1

The Cold Spring Fire Company is located at 154 Main Street in the Village of Cold Spring. The Cold Spring Fire Company is comprised exclusively of volunteers, with approximately 30 active firefighters. The Cold Spring Fire Company apparatus consists of the following:

- 2 Chief/Command vehicles
- 1 Rescue/Engine with 2500 gallons of water capacity;
- 1 Engine with 1000 gallons of water capacity;
- 1 Brush Truck with 200 gallons of water capacity;
- 1 UTV;
- 1 Utility (support vehicle); and
- 1 Fire Boat (docked at the Cold Spring Boat Club, located at 5 New Street, Cold Spring, New York, 10516).

The fire company did not indicate the existence of any mutual aid agreements. The fire company reports a response time of approximately 10 minutes to the area of the Fjord Trail South Corridor within its coverage area.

Hudson Highlands Fjord Trail

OTHER FIRE DEPARTMENTS WITHIN THE FIRE SERVICE AREA

Correspondence was sent to the Philipstown Fire Department (Philipstown North Highlands Fire District); however, they deferred to the Cold Spring Fire Company (see **Appendix III/IV.N**).³

ADDITIONAL FIREFIGHTING SERVICES

Additional firefighting services are provided in the area 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.⁴ 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 South Corridor is within the service area for the following ambulance and emergency rescue providers: (i) Putnam County Bureau of Emergency Services, and (ii) Philipstown Volunteer Ambulance Corps.

PUTNAM COUNTY BUREAU OF EMERGENCY SERVICES

The Putnam County Bureau of Emergency Services is located at 112 Old Route 6 in the Town of Carmel. The bureau did not provide any information regarding staff size and organization. According to the bureau's website, alongside the Commissioner and Deputy Commissioner, there are staff serving roles including Secretary to the Commissioner, Educational Coordinator, and Indian Point Liaison, among others.⁵

The bureau indicated that "the County holds the contract to provide ALS (Advanced Life Support) to the area, [and] response times from the county responders are generally under 10 minutes [to the location of the proposed Fjord Trail]." The bureau also indicated that it has "no jurisdictional control over any part of the proposed trail." Nevertheless, it indicated that it does provide training to the Cold Spring Fire Company and the Philipstown Ambulance Corps.

OTHER AMBULANCE AND EMERGENCY RESCUE SERVICES WITHIN THE AREA

Correspondence has been sent to the Philipstown Volunteer Ambulance Corps (see **Appendix III/IV.N**), 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

³ Correspondence was also sent on September 1, 2021, to the Rombout Fire Department. The department responded that the location of the proposed Trail is not covered by the Rombout Fire District (see **Appendix III/IV.N**).

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

⁵ <https://www.putnamcountyny.com/pcbcs>. Accessed August 2, 2024.

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, park 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 extensive familiarity with the trails, their role in the case of injured hikers is to locate the person, 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, Putnam County (and the municipalities located therein) adopted its own HMP. This section of the DGEIS discusses the HMP as it relates to the Fjord Trail.

2015 PUTNAM COUNTY MULTI-JURISDICTIONAL ALL-HAZARD MITIGATION PLAN AND 2021 UPDATE

In 2015, Putnam County and the municipalities therein, including the Town of Philipstown and the Village of Cold Spring, published a Multi-Jurisdictional All-Hazard Mitigation Plan (“2015 Putnam HMP”) in response to the requirements of DMA 2000. The 2015 Putnam HMP considered all natural hazards facing the area, as well as non-natural hazards that pose significant risk to

Hudson Highlands Fjord Trail

Putnam County. It was developed following the process outlined by DMA 2000, FEMA regulations, and FEMA and NYS Division of Homeland Security and Emergency Services (DHSES) guidance. In 2021, Putnam County issued an update (“Putnam HMP Update”) to the 2015 Putnam HMP.⁶

The 2021 Putnam HMP update identifies ten natural hazards of concern for the county: disease outbreak, drought, earthquake, extreme temperatures, flood (riverine, dam failure, flash, and ice jam), harmful algal bloom, severe storm (thunderstorm, hail, wind, tornado, hurricane/tropical storm, and nor’easter), severe winter storm, terrorism, and wildfire. To address these potential hazards, the Putnam 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. Table 7-2 in the 2015 Putnam HMP⁷ summarizes where participating jurisdictions have incorporated hazard mitigation into their existing processes and programs, and various integration actions were delineated. The 2021 Putnam HMP Update included minor updates to the summary.⁸ Measures include infrastructure upgrades to improve drainage and reduce flooding, protection of steep slopes, educating the public on disaster preparedness, improving resiliency of critical infrastructure (e.g., emergency response facilities and utilities), and providing additional training and additional coordination support for emergency response teams. 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 2015 Putnam HMP, “Plan Maintenance Procedures,” describes the system that Putnam 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 Putnam HMP maintenance. A Mitigation Planning Committee (“MPC”) was established, and each participating jurisdiction assigned a representative to the Committee responsible for monitoring, evaluating, and updating the responsibilities of the participating jurisdiction. The MPC meets annually to discuss and document the status of the Putnam HMP.

INDIAN POINT EMERGENCY GUIDE FOR PUTNAM COUNTY

The Fjord Trail South Corridor in Putnam County is located within what was the Indian Point 10-mile radius Emergency Planning Zone/Protective Action Area. The Final Scoping Document, adopted on March 21, 2017, called for the review of the Indian Point Emergency Guide for Putnam County (“Emergency Guide”) and any potential impacts or considerations to account for based on the proposed Fjord Trail.

In the intervening years between the adoption of the Final Scoping Document and the publication of this DGEIS, the Indian Point Energy Center permanently stopped generating electricity on April 30, 2021, when it retired its last operating nuclear reactor.⁹ As such, a review of the Indian Point Emergency Guide was not undertaken.

⁶ <https://putnamcountynyhmp.com/draft-plans/> (Accessed February 22, 2024)

⁷ <https://putnamcountynyhmp.com/wp-content/uploads/2020/07/Section-7-Plan-Maintenance-030415.pdf> (Accessed March 1, 2024).

⁸ https://putnamcountynyhmp.com/wp-content/uploads/2021/07/Section-9.2-Cold-Spring-V-122320_dfs1.pdf (accessed February 22, 2024)

⁹ <https://www.eia.gov/todayinenergy/detail.php?id=47776> (Accessed November 2, 2021).

C. FUTURE WITHOUT THE PROPOSED ACTION

In the future without the proposed Fjord Trail South, 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”). Absent construction of Fjord Trail South, 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 north of the Fjord Trail South Corridor. These safety improvements include creating an off-road shared-use path connection between the Metro-North Railroad (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 in the Town of Fishkill, 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 Fjord Trail would increase visitation to the area, but the trail would be entirely consistent with existing recreational uses throughout the area and it would also provide a more cohesive connection between existing recreational resources in HHSP and other local parks. The Fjord Trail would address existing safety concerns in the Trail Corridor, whereby pedestrians must currently use local streets and NYS Route 9D to travel between trailheads, some of which lacks pedestrian infrastructure and has narrow shoulders. The Proposed Action would also include an expanded Washburn Lot along Fjord Trail South, as well as new parking areas along Fjord Trail North, that would provide additional, safer options for parking and access to the HHSP 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 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 design would facilitate safe movement of pedestrian and bicyclists along the Fjord Trail, including Fjord Trail South.

Hudson Highlands Fjord Trail

Fjord Trail South is intended to create more direct and safe off-road access from the Cold Spring waterfront to trails within HHSPP to limit use of local streets (e.g., Main Street and Fair Street) and NYS Route 9D by pedestrians. Future signage on the route from the MNR Cold Spring station to the proposed entrance of Fjord Trail South at Dockside Park has the potential to facilitate access to Fjord Trail South and reduce use of some local streets. Use of the Fjord Trail South from Cold Spring would provide safer off-road access to trails north of Cold Spring, including at Little Stony Point and Breakneck Ridge.

New and expanded parking areas that would be created to serve the entire proposed Fjord Trail and existing trails in the Fjord Trail Corridor—including expansion of the Washburn Lot along Fjord Trail South and the new Notch parking area and Wade’s Hill Lot along Fjord Trail North—would reduce demand for parking in local areas and reduce foot traffic through residential neighborhoods and along major roads. The same parking areas would contain reserved space for emergency responders to facilitate safe and efficient access when performing rescues.

There would be multiple points of access to Fjord Trail South available for emergency service providers. Fjord Trail South would maintain existing access through Dockside Park and Little Stony Point, connecting emergency service providers to the south and central portions of Fjord Trail South. Access at the north end of Fjord Trail South would be provided by the BNCB.

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.

Of note, Fjord Trail South would run between the Hudson River shoreline and MNR tracks for approximately 1.5 miles. Further coordination with emergency service providers would be required to determine the potential to provide waterside emergency trail access points at Dockside Park and Little Stony Point. This could make it easier for emergency service providers to reach injured trail users along Fjord Trail South.

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 South 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, 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

PUTNAM COUNTY SHERIFF

In the 2021 correspondence, the Putnam County Sheriff’s Department indicated that it does not anticipate any change in personnel and equipment needs resulting from construction of the Fjord Trail. The Sheriff’s Department also reported that there is no anticipated change in response time to the Fjord Trail.

The Sheriff Department noted that it anticipates that calls for medical assistance will increase due to increased volume of users of Fjord Trail South. It also anticipates water rescue calls would increase. According to the Sheriff’s Department, funding cuts in preceding years resulted in the elimination of the Hudson River Patrol, and therefore an increase in response time to 30 minutes, as opposed to the previous five-minute response time from the Sheriff Department’s local marina.

The Sheriff’s Department further advised that potential additional funding cuts could affect its ability to serve the community, including users of the proposed Fjord Trail South. However, the 2023 Putnam County budget for the Sheriff’s Department increased from \$20.7 million in 2022 to \$22.1 million in 2023.¹⁰ The budget for 2024 allocates \$22.4 million to the Sheriff’s Department.¹¹

NEW YORK STATE POLICE

The Fjord Trail South Corridor is within the service area of Troop K, Zone 2 of the NYSP. The correspondence from the NYSP provided information on the distance of the closest station staffed Troop K, Zone 2, from Dockside Park, and the potential response times in the event of an emergency.

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.

¹⁰ <https://www.putnamcountyny.com/images/Departments/Finance/Budgets/2023/BudgetReport10-3-2022-peny.pdf>

¹¹ <https://www.putnamcountyny.com/images/Departments/Finance/Budgets/2024/2024%20Tentative%20Budget%20Report.pdf>

Hudson Highlands Fjord Trail

HHFT, Inc. and OPRHP are mindful of these concerns. Increased visitation to the area from the Fjord Trail would potentially increase demand on emergency service providers, but 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.

VILLAGE OF COLD SPRING POLICE DEPARTMENT

The Village of Cold Spring Police Department indicated that it is unknown how the Fjord Trail would affect services until it is operational. The department noted that the “busy season” runs from approximately April 1 to November 30 as visitors arrive for hiking and to view the fall foliage, and it anticipates that additional people coming to the Village (to use the Fjord Trail) may have an impact on the provision of police services.

COLD SPRING FIRE COMPANY NO. 1

The Cold Spring Fire Company expressed concern that the project could potentially increase vehicle traffic and pedestrian foot traffic in the area that could increase the probability of emergency situations and increased river response calls.

The fire company also raised questions concerning (1) designated parking areas for emergency service vehicles, (2) who the Knox Box keys at access points would be keyed to, (3) if there would be additional OPRHP Employees added to the area, and (4) whether there will be markings along the trail such as mile markers (see **Appendix III/IV.N**).

As noted above, dedicated space for first responders in parking areas would be provided. Fjord Trail South would have gates to prohibit nighttime use as well as enable the area to be closed for an emergency or severe weather incident. Through ongoing discussions, it would be determined which service providers would have keyed access to the Fjord Trail. It is anticipated that the Fjord Trail would include mile markers or other markings, which would assist emergency service providers in navigating to trail users in need of assistance.

PUTNAM COUNTY BUREAU OF EMERGENCY SERVICES

The Putnam County Bureau of Emergency Services indicated that it “has worked with [the Cold Spring Fire Co. and the Philipstown Ambulance Corp.] regarding the trail and their responses.” The bureau noted that it would “support them to guarantee access points, the ability to get motorized emergency vehicles (UTV type) the length of the trail and proper GPS trail markings for the 911 dispatch center for pinpoint location to emergencies.” The bureau has been involved in meetings that have already identified access points, and it “is confident in the partnerships that have already been forged.”

OPRHP STAFF AND RESOURCES

The extent to which OPRHP staff would be available to perform emergency services throughout the Fjord Trail South 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 South would not impede or interfere with implementation of the Putnam HMP. While much of the trail would be within floodplains and along the Hudson River shoreline, the design of Fjord Trail South 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 IV.C, “Land – Fjord Trail South” and Chapter IV.D, “Water – Fjord Trail South.”

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 South 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, insufficient parking for visitors, heavy pedestrian traffic along the shoulder of NYS Route 9D, and limited means of access for emergency service providers responding to visitors in need of assistance. Fjord Trail South 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.

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. *