



Summary of April 2011 Public and Stakeholder Meetings

The National Park Service (NPS) is developing a Trails Master Plan and Environmental Assessment for the Roosevelt-Vanderbilt National Historic Sites. NPS staff and trail planning experts met with stakeholder groups and the general public April 18-20, 2011 at the Wallace Center (Home of Franklin Roosevelt) in Hyde Park, New York. The team met with the following groups:

- Partners group (organizations that regularly partner with the NPS on programs and events at the Roosevelt-Vanderbilt National Historic Sites)
- Dutchess County staff
- Hikers/walkers/stewards group
- Bike group (mountain biker and bicyclists)
- Economic development/tourism group
- Staff from the Roosevelt-Vanderbilt National Historic Sites

In addition to these focused meetings with stakeholder interest groups, the general public was invited to attend a meeting on April 19, 2011, 6:00 to 8:00 pm.

These meetings provided the opportunity to present information about the proposed project and gather input and comments to help shape the Trails Master Plan and the scope of elements to be addressed by the Environmental Assessment. Meeting facilitators asked participants a number of questions to obtain their comments and input. Highlights of these meetings, including some of the most commonly stated ideas and recommendations are summarized below.

Provide opportunities for multiple uses—Participants generally expressed an interest in providing opportunities for walking, hiking, bicycling, and mountain biking in designated locations throughout the Roosevelt-Vanderbilt trails system. Participants stated that uses may need to be separated in some areas, while in other areas, shared use between pedestrians and bicyclists should be considered. Several mountain biking advocates attended meetings and expressed particular interest in the potential for designating portions of the Roosevelt Farm & Forest area for mountain biking use with connections north and south. Identifying trails that need to be re-routed and/or improved for various types of uses will be covered in the next steps of the master planning process.

Manage trail use and minimize conflicts—Participants supported the idea shared use trails (with pedestrians and bicyclists using the same trail) as long as the trails are designed and managed properly for multi-use. Some hikers/walkers expressed concerns about sharing trails with bicyclists and mountain bikers if trail users are not educated about proper trail etiquette. For example, bicycling etiquette calls for bicyclists to yield to pedestrians and for them to provide advance warning to pedestrians as they slowly approach from behind. Some participants mentioned that these rules are not always being followed. Many participants

expressed the important need for education and outreach to trail users to promote proper trail use/trails etiquette. Participants expressed the need to provide orientation hubs throughout the system, where kiosks with maps, trail use information, and facilities to support trail users' needs would be located.

Strengthen local and regional connectivity—The need for local and regional bicycle and pedestrian connectivity was a common theme that arose in the workshop sessions. While the Trails Master Plan for the Roosevelt-Vanderbilt National Historic Sites will focus on only those lands that the NPS has jurisdiction over, many participants discussed the importance of connecting NPS trails system with the surrounding local and regional system. Key connections mentioned:

- South from the Home of Franklin Roosevelt, through the Culinary Institute of America campus to Poughkeepsie train station and Walkway Over the Hudson
- Completing the gaps in the Hyde Park Trails system, including linkages between the Roosevelt-Vanderbilt sites and Winnakee Nature Preserve and local parks (Pinewoods, Hackett Hill)
- Dutchess County Rail Trail and other trails and bicycling use in greater Hudson Valley
- Northward to Mills-Norrie state parks

Enhance the experience of the trails with interpretation about the historic, cultural, and natural features of the area—Many participants discussed the importance of relating the experience of the trails to the historic sites, cultural landscapes, and natural features of the area. Providing interpretive opportunities to enrich the experience of the trails was a commonly stated interest. Participants suggested connecting trails with historic property uses and specific features of the Roosevelt-Vanderbilt National Historic Sites (such as linkages to the gardens, gravesites, historic trails/roads, bridges and other features). Expanding information and interpretation about the natural resources of the area, including wildlife, geologic features, trees and vegetation, was also an expressed interest at the workshops.

Promote and market the trails system to leverage economic development and tourism opportunities—The Hudson Valley is already a popular destination for bicycling and hiking, drawing visitors from surrounding metropolitan areas. There are opportunities to link trail use and visits to the Roosevelt-Vanderbilt National Historic Sites with other tourism destinations throughout the region. There are several major events such as bicycle tours that draw visitors to the area each year, increasing their awareness of the trails here. The trails system links community destinations and businesses in the area. The National Park Service and local and regional tourism entities can work together to promote and market the trails system, and there are opportunities to create new events such as food and walking or bicycling tours.

Continue to develop a strong stewardship and volunteer program for the trails system—Participants often stated the importance of a strong stewardship and volunteer program to sustain the trails system over the long term. There are several existing organizations and clubs that can help the National Park Service by building and maintaining trails, as well as providing trail use education. Continued involvement of local schools and students at all levels (K-12 and colleges) was also suggested.

In addition to the summary above, a more detailed list of the comments and input related to topics discussed at the workshop sessions and public meeting is presented below.

What key objectives should the Trails Master Plan achieve and what are the guiding principles for the master plan?

- Provide education—help people understand the trails system and trail use etiquette.
- Improve safety for all types of trail users—minimize conflicts and provide trails that are properly designed, constructed and maintained.
- Offer continuity throughout the trails system—predictability and consistency for trail users.
- Provide a quality experience for trail users that includes interpretation of historic, cultural, and natural resources. There is a need to build a greater understanding and awareness of this great landscape. (People are walking, but not “seeing” or understanding the setting/environment.) This plan provides the opportunity to expand and diversify interpretive experience.
- Improve wayfinding and visitor orientation. There is a need to orient people to the various types of trails, where they are located, trail use etiquette, and how the trails relate to the historic sites and features.
- Enhance economic development and tourism opportunities—the trails and historic sites in this area serve an important role in local and regional tourism and economic development. They also provide access to local businesses and the master plan can help to strengthen these connections.
- Improve community livability, health, and connectivity—the trails system at the Roosevelt-Vanderbilt sites needs to integrate with community trails/transportation (connections to town, neighborhoods, parks, etc.) and tie to the Walkway Over the Hudson, a state park.
- Create a sustainable trails system in how it is developed, managed, and maintained.

What are the key uses and management needs of the trails network at the Roosevelt-Vanderbilt National Historic Sites?

- Day users are looking for a variety of experiences – they are increasing as a type of trail user.
- Mountain biking interest focuses on the trails on land within and south and north of Roosevelt Farm and Forest.
- Some walkers/hikers have concerns about speed on bikes/speeds bicyclists are traveling when sharing paths/trails. Education to make sure bikers slow down is important.
- Encounters on trails include children and people with mobility issues.
- Encouraging courtesy/etiquette is important. Need better trail management to address conflicts.
- Identify the types of trail that are appropriate for the Roosevelt-Vanderbilt system and where these types of uses should be located. For example, it may be appropriate for some trails to be shared use; some trails may be for pedestrian use only; and some trails may focus on mountain biking use.
- Consider the full range of users - single track to shared use paths.
- At present parks are regulated to allow biking only on roads, unless special regulations are promulgated. This policy is being re-considered to allow more discretion by park superintendents.
- Although Farm Lane can get crowded at times, overall the Roosevelt Farm & Forest area sees fewer hikers/walkers than other areas.
 - Lack of signage and concern about getting lost.
 - Management of use and conflicts seems feasible.
- Type of mountain biking that occurs there (Roosevelt Farm & Forest) is slower, more technical.

- Mountain bikers can co-exist with hikers in this area. NPS property provides variety of bike trail types – good for new mountain bikers.
- Don't see any areas that should be non-multiple use.
- Concerned about trails lost due to lack of use – trails may be overgrown by the time this process is done
- Hikers – environmentalists don't want to see habitat or the environment destroyed.
- Hiking occurs on unofficial trails interior to Farm Lane, the Yellow Trail, and an unofficial loop to the north of the Red Trail.
- There is a nice loop ("Y" trail + Farm Lane segment) the mountain bikers follow. Is there any way to reroute around wet areas?
- Once you get away from Farm Lane, the level of walking/hiking use dwindles.
- Hikers don't generally tend to go off the marked trails.
- Walking/hiking use on single track is less, therefore less conflict
- Dutchess Community College does use Red and Yellow trails for some environmental studies classes.
- Sign and designate routes so all trail users know what to expect.
- Coach house entry at Vanderbilt to bridge is one way; it would be good if bikes could be allowed two-way access.
- Bike access south from the entrance on Route 9 to the lower gate is needed.
- Consider bike use from coach house entry up to gardens on path.
- Consider bike loop/access on Home of Franklin Roosevelt grounds.
- Permitted uses may not be known to users of trails; signs are installed, but then get removed/disappear.
- Some roads/trails may be wide enough to allow bicycle use; design for both bike use and pedestrian use – provide pull off areas; emphasize the need to yield to pedestrians, etc.
- There is a potential for collisions with pedestrians; especially important to address this here with mobility issues; visitors are looking around at resources/scenic views and not always expecting bicyclists to be coming up on them; tend to see these trails as safe places to go; families bring kids to learn to ride bikes; families with strollers on paths, etc.
- In favor of separating bicycle use (designate some trails for bike use only; some for pedestrian/hiking only; some for shared use) generally; if shared use on some trails – need to be designed to accommodate that use and signed appropriately.
- Regular bike use on Farm Lane makes sense.
- Tram on Farm Lane is also planned; allows people with disabilities to have access to Farm Lane
- Create formal mountain biking trails to better manage bike use and allow it (takes pressure off of other trails).
- Need to educate about bike etiquette (and walkers too); rules of trail use need to be clear to everyone.
- Many of these trails are suited to multi-use – just need to clearly indicate rules of trail use.
- Partnerships with bike groups important; should result in more emphasis on trail courtesy, maintenance benefits and consideration of other trail users.
- Separating mountain biking use on more rugged single track trails is more important than separating on wider, paved, flatter paths.
- Congestion on Roosevelt Farm Lane and on roads on the Vanderbilt grounds; safe area for children to ride and family bicycling in front of mansion.
- Traffic and bicycles conflict at Vanderbilt parking area/road.
- Cars often don't follow the 15 MPH speed limit.

- Can we consider separation of bicycles and vehicles on roads? Not likely, we've done most all we can; need road use to access parking areas; historic circulation routes; focus more on traffic calming – reduced speed limits, traffic humps, clear signage so people realize they are sharing the road with other modes.
- Loop trail at Vanderbilt could be designated for bikes. Could the service road be opened to bikes as part of a loop trail?
- Rules for sharing of roads/trails need to be established and conveyed.
- Walkers also often don't walk safely or consistently (several abreast in the middle of the road at Vanderbilt).
- Need better communication of modal responsibilities.
- How to reach mountain bikers to help manage use and encourage stewardship?
 - Using signage helps
 - Require bicyclists to check in with NPS and register – the Fats in the Cats website has a presentation on a registration program at another site to explore as an example
 - There are other parks where mountain bikers share trails with cross-country skiers and equestrians with few conflicts
- Tsali Recreation Area in North Carolina alternates days for different uses (as option if volume of users increases)
- Fats in the Cats could do training, pod casts, and use other ways to educate “newer” riders
- We also have running groups on trails; Marist runners group.
- Bike patrols (for example GUMBA, GUnks Mountain Bike Association) – volunteers- help repair bikes, give direction, educate riders about rules
- Organized rides.
- The more multiple uses are permitted, the safer it is for users (“eyes on the trails”).
- User designations for each trail need to be clearly publicized.
- People on longer bike tours have different needs; guide them to amenities to serve their needs (restrooms, water, etc.).
- Consider different uses for the seasons of the year:
 - Winter snowshoes and cross-country skiing use are permitted on all authorized trails.
 - What about winter when ground is frozen, but there is no snow?
 - More than a couple of inches of snow allows skiers to access the trails; less than that is a deterrent
 - Sprint time – have to watch out for water
- Be cognizant of and plan for different types of users.
- Some trails may have different impacts on health – level of effort required due to slope/grade; should be identified on maps so that people can understand how rigorous trail experience will be (Hyde Park map shows this information).

What is the condition of the surrounding local/regional trails network and what connections are needed?

- There are close to 20 miles of trails in between Routes 9 and 9G.
- Connections from Roosevelt Farm and Forest to the south (across private property to Winnakee Nature Preserve) are needed.
- There are trails along the powerline corridor that connect to the north.
- River Road is a good connection from Route 9 for an on-road route to access the Hyde Park Trail between Home of Franklin Roosevelt and Vanderbilt.

- Route 9 congestion – heavy traffic volumes; hard to find gap in traffic to cross as pedestrians.
- Town has a corridor management plan – it is online – should review and integrate pertinent information into Trails MP.
- Traffic calming is needed on Route 9 through Hyde Park and in locations where pedestrians and bicyclists are crossing (trail connections across highway).
- DOT manages Route 9 and other highways; a “bike route” means signage and brochures; no physical improvements
- Consider trails that bypass dangerous sections of Route 9.
- Route 9 has good shoulders south of Home of Franklin Roosevelt.
- When bicycling along Route 9, it is difficult to make left turns into and out of sites; leaving Vanderbilt is especially difficult.
- Left off of Route 9 into Norrie Point State Park is difficult (all lefts from Route 9 are difficult due to traffic).
- Linking Norrie Point with Home of Franklin Roosevelt would prevent the need for riding on Route 9.
- From Norrie there are trails to Mills/Staatsburgh area.
- 40A is a good road for road bicycling due to shoulder widths/good shoulders.
- Hyde Park roads need better on-road bike conditions.
- Trail gateways are needed– where to begin use/trips and where to go.
- Consider parking at cul-de-sac on River Road south of Vanderbilt (where Hyde Park Trail enters woods).
- Anchor to the north is Norrie Point State Park– they just started their trails master plan too; reach out to them.
- Working to connect properties to Norrie; easements south to Vanderbilt; there are gaps in easements (including property just north of Vanderbilt).
- Need to explore options to loop through Kensington Estates, north of Roosevelt Farm & Forest.
- Rhinebeck has a road bicycling loop system that is a good example for Hyde Park area.
- South – just getting through is a key objective; need to work with Culinary Institute of America (CIA) to gain connection – walking and/or bicycling – just need some type of connection; with the hotel planned they will be using park lands and trails; students are trail users too; cooperative arrangement could help to mitigate trail use increases.
- Need to finish the trail/connection down to CIA and coordinate with them on a connection through their site. Potential trail route from the CIA campus up through Home of Franklin Roosevelt grounds – steep but possible.
- Culinary and developer of hotel property are in support of making connections across the property, but there are some issues:
 - Regarding connection through CIA campus:
 - Campus is closed for three weeks in July; entries are closed and would have to close trail use on campus at that time
 - Would need to find an alternate route during that time; perhaps onto Route 9 right-of-way?
 - Construction takes place during that time; no public access on the campus at that time
 - Currently no viable crossing of the Maritje Kill (creek)
 - It is CIA’s intent to eventually make a road crossing there (ped/bike space could be provided at that time); this is in the master plan but won’t happen until a later date; not part of hotel development project; no funding at this time for a crossing of the creek
 - Maritje Kill banks are unstable; There is historic site south of Maritje Kill that needs to be protected

- CIA would consolidate vehicle, pedestrian and bicyclist use on one bridge crossing
- Permitting and approvals issues including SHPO
- Student safety is a primary concern/biggest obligation; need to ensure safety for students
 - Don't want night time use of trails/paths; would lock gates at night (ROVA is day use too and so is the Walkway Over the Hudson)
 - How would a trail function through campus? Trail would go through residential area of campus; don't want to increase safety/security issues
 - Want to have control over where people will go
- Other comments/information regarding CIA:
 - History of the CIA property is also interesting (more than just food)
 - Sidewalk along Route 9 would also be beneficial
 - CIA should look at transit and/or transportation enhancement funds
- Research has shown the more trail use the better – more eyes on the property/more activity = less crime (when areas are open to public use, incidents of crime go down)
- Vassar College has an open campus (public access allowed through campus on paths and trails)
- St. Andrews property may undergo development in the future. It was not part of the historic Roosevelt Estate – outside of NPS boundary. As part of the Town development review process, NPS, as a neighboring landowner, is permitted to comment on neighboring development proposals.
- Hyde Park: town-wide trails plan includes linkages to the Walkway Over the Hudson.
- KEY CONNECTIONS: Walkway Over the Hudson, Rail Trails, Ulster County
- Trail linkage to Walkway Over the Hudson – what type of use should be provided? Probably needs to be walking and bicycling.
- Lots of bicycle/ATV use on areas of south of Home of Franklin Roosevelt grounds and CIA; bicycle use pressure. Is there direct access from Route 9 to the Walkway?
 - Yes – designated as bike trail
 - No bikes from Marist College just south of Academy Street
 - There are a number of different routes
 - Fred Schaeffer – his efforts resulted in the Walkway project
 - 10-mile route within Poughkeepsie
 - DC Rail Trail will link Morgan Lake with the Walkway Over the Hudson
 - Definitely need a connection from train station to Walkway Over the Hudson to Roosevelt-Vanderbilt sites (and connecting through Culinary Institute campus)
- The big parcel to the north is important because it would connect NPS to Winnakee – also interpretive link “Road to Roger’s” from FDR era; this will give people a longer experience and create more loop opportunities.
- There is currently no safe way to walk from Winnakee to Hackett Hill without going to Route 9.
- Winnakee allows bicycles on two trails to Fats in the Cats members only; no problems at present; working well. Bike group maintains trails there.
- Walker population at Winnakee is not so great as to cause user conflict.
- RR corridor could be a route, but challenging coordination/approval process with RR.
- Poor access between Pinewoods and Hackett Hill – curvy, no shoulders, speeds; no direct trail connection between Pinewoods and Hackett Hill at present either; have mentioned the need for grade separated road crossing and bridge over creek between two parks in past planning efforts
- Route 41 could use sidewalk access from Route 9 to Pinewoods entrance

- It is important to provide a series of loops – people like using loops; they look for loop trail experiences. Larger loops help to disperse users and can be beneficial for trail conditions. Provide a variety of loops and loops of different lengths.
- LOOPS: Bicycling/mountain biking loop idea: link trails from CIA, across Route 9 through “St. Andrews” property to the north; through “Club at Hyde Park” property; to Roosevelt Farm & Forest to brew pub, creating a big loop. (See mark up on map.)
- Online data base – NY/NJ Trails Conference – loops are desirable; here we don’t have a lot of loops we can close; people like the hike up to Top Cottage, but can’t close a loop from there.
- Create bike route loop to cross-pollinate with the Hudson Valley Pedal and Bike NY event – serve as a side loop, rest day loop or an official route as part of the Pedal
- Circular routes from bridge to bridge
- Reference Parks and Trails New York (program covers/focuses on whole Hudson Valley)
- Tie in with Hudson Valley Bike Guide
 - Albany to New York City
 - Laid out bike trails with DOT
 - Laid out specific loops and roads
- Consider through-uses (make part of a through-hike route).
- County government is emphasizing trails – priority initiative and County is developing a database of all trails (with GPS).
- Hudson River Valley Greenway – Whitehall to Manhattan; greenway and blueway, they look for synergies between the two with landings to bring boaters to land trails.
- If trails become designated as Greenway Trails, link to pdf of trails map will be posted on Greenway Website. Greenway program encourages trail identification/designation.
- Consider the long-distance trail user – provide connections and information about restaurants and amenities and support local businesses.
- Consider water access opportunities and needs – establish Bard Rock as a day use site on water trail – provide landing and boat racks (see more ideas regarding water access/connections below).
- Crum Elbow bridge (Crum Elbow is not a good landing site due to cliff; also Coast Guard owns a parcel); railroad safety issues with crossing as trains travel at high speeds. What are the possibilities for use at Crum Elbow?

What opportunities are there to enrich the visitor experience, provide interpretation along the trails, and promote the trails system?

- Focus on landscape history and use the trails as a way to interpret this landscape legacy. Build in landscape history and interpretive opportunities for public as part of the trails system.
- These are national historic sites, so the plan should not focus on recreational use at the expense of national historic elements.
- There are so many important historic side trails/walkways at Vanderbilt; also the site could be perhaps the earliest example of a managed/developed and designed landscape in the US including generations before Vanderbilt ownership who managed and developed the property.
- These historic Hudson River estates have much to offer people as far as the history of the valley and the cultural landscape here; the Vanderbilt landscape is more important than just the recreational trail loop opportunity – it can be much richer and involve more dimensions.

- Because buildings at the historic sites are focal points along the trails/paths, need to clean up exteriors; consider the view sheds associated with trails. NPS needs better presentation/clean up and screening of operations/maintenance areas throughout the grounds.
- Should view pedestrian walkways around gardens/grounds as part of the trails system; what opportunities are there to interpret features in these areas?
- Historical and environmental interpretation is important for the weekend walkers and other visitors.
- Create different themes to guided tours (e.g. historic, environmental), with interpretive elements.
- People need to understand the meaning of what is here and why it is here.
- Interpretive opportunities: Roosevelt Farm & Forest area: natural ledges and outcrops/geology.
- Wildlife: owls, birds, fishers, snakes, salamanders, etc.
- Vanderbilt – access to river; great variety of experiences – woodlands, fields, gardens, views of the site, river/valley and beyond.
- Roosevelt site is good for birding and north along river is most interesting; we try to get close to the river; Roosevelt Cove; now closed due to beavers (what about some sort of floating dock/walkway like used at other sites?)
- Bald eagles up at Norrie.
- Students like to go to Roosevelt Farm & Forest and Val-Kill.
- The forest plantations are not signed now (but this is underway as part of Forest Management Plan)
- Informal trails – is there interesting habitat nearby? Types of habitats draw different types of uses - vernal ponds; need to map sensitive areas haven't inventoried resources in detail; did some turtle inventory and didn't find rare species, just other species; the area has a high number of turtle species, salamanders – Jefferson Blue-spotted salamander sometimes spotted in Roosevelt Farm & Forest.
- Balance natural resource interpretation with potential impacts.
- Target Roosevelt Cove for educational programs. NYS DEC Hudson River National Estuarine Research Reserve (NOAA-funded) group could do programs there.
- Guided hikes (by NPS and/or volunteers) would be even better than brochures. Guided walks are good; but weather dependent.
- Bird Club does Saturday walks, could include NPS; a possibility NPS could also advertise Bird Club walks at other local sites.
- There is interest in guided walks/hikes.
- Vanderbilt alone could have a couple of different interpretive routes.
- Need more interpretation of gardens, paths and people significant to the landscape at Vanderbilt; consider smaller scale pathways at Vanderbilt and at Beatrix Farrand Garden – how to integrate into overall trails system/opportunities to interpret the landscape history – history of the gardens, designers, grounds, etc.
- Vanderbilt landscape tours are now being offered; garden tours are also now offered.
- Electronic interpretation: is there a way to download MP3 files (interpretive) on-site? Yes, we currently have four audio podcast programs going – themed – mostly historic themes now – pilot program; people learn about these through station markers.
- If NPS educational/interpretive programs can be delivered using these techniques; then visitors can do the trails and learn on their own; AND they can teach others!
- Get kids out by using technology – this is more exciting to them.
- Museums and other sites are now using cell phone technology – cell phone based self-guided tours.

- Avoid visual clutter with interpretive media and look to the future – technologies are changing. Mobile applications, engaging kids through electronic age opportunities; this is an ideal place to do it; allows discrete signage; digitally based interpretive panels
- Suggested interpretive media/methods:
 - High tech. – podcasts, i-pod/i-pad/i-phone, cell phone technology, PDAs, “apps”
 - 2-D bar codes on printed materials
 - GPS linked programs (orienteeing, geo-caching, and GPS coordinates linked to interpretive information online)
 - Geo-cache with i-pod tour (scavenger hunt idea); can’t bury (dig) treasure/cache but can include resources, trees, historic sites, places, etc. as elements for people to find
 - Geocoding of all designated trails on a Google can develop interest and activity
 - Trails maps
 - Online/web-based information
 - Audio tours
 - Students – start educating them
 - Trails volunteers/stewards
 - Discovery packs now being developed (talk to Susanne N. to learn more and how to integrate opportunities into trails plan)
 - Self-guided “search” for resources – i.e. finding resources via a “scavenger hunt”
 - Is there value in creating user-type routes that take people on self-guided tours? Examples; tour of natural areas, tour of historic buildings (by various modes).
 - Interpretive/information kiosks, and stations along the trail – allows data downloads and images with interpretive, wayfinding, maps, etc
- Can’t just rely on websites/electronic media; people still want brochures in their hands
 - Still need to steer people to website, but also provide printed media
 - Have never received more requests for printed materials than now
 - People want maps that are useful for different users
- Promote “Eat and Walk” experiences with CIA and trails; look for combination experiences like this – people look for these opportunities.
- Community cable program – could be a great opportunity to introduce trails program to the community – provide trails system information
- Site visitors who use the trail system are often from other countries/Europeans; cultural/health interests in walking and bicycling.
- Find synergies between groups – birding, photography, geocaching – find shared experiences and leverage them. Look for double teaming/synergy opportunities: for example, photography workshops on a bird theme could involve two groups (photographers and birders), naturalists/environmental groups and seasonal walks.
- Award patches (similar to the Hyde Park Trails program) for those who find everything on the scavenger hunt.
- Encourage those who are here to see the buildings/home sites to get out on the grounds and see other resources via the trails (encourage building visitors to use the trails, and trail users to visit the buildings).
- Put post on NY/NJ Trails Conference website regarding Roosevelt Ride shuttle – many of our trail interests are from NYC; they may not have cars; may be looking for car-free experiences.
- Work to promote weekend vacations without cars – hotel at CIA property may open even more opportunities; people can come up on train; stay here; use the trails; rent bikes, etc. Environmental

consciousness and price of gas will drive this interest as well. They set up bike rental program at the Walkway Over the Hudson.

- This area is already known as a bicycling/hiking destination.
- Hyde Park is a destination on one of the bike route outlined by Dutchess County in their trail brochures. The bike trail brochures will be updated once the Dutchess County (DC) Rail Trail is complete.
- Cross market with Walkway Over the Hudson and other destinations and events.
 - Stop by Apple Pie Café and eat it by the Hudson River
 - Owner of GiGi's (the creator of the "skeetsa") operates a mobile local food sales operation from a 16-foot truck
 - Farmers market on the Walkway
- How do we cross market with Highline in NYC? High gas prices are actually good for Dutchess County; people take trips closer to home (NYC market)
- Travel writers often come up to the valley– go to farms – strong culinary interest
- Six bike trails by Dutchess County Tourism – see on website
- Consider popularity of kayaking, river uses
- NPS has to look for free marketing and cross marketing opportunities to promote the trails system
 - Get people to blog, Twitter and Facebook
 - Travel writers/family outings theme
- Tie into existing events, such as the Hudson Valley Pedal (in August, contact: Al Hastings);
 - Albany to New York City
 - 125 to 150 riders
 - Mainly road cyclists; some are families who also tour the Erie Canal area
 - Spend a day in Hyde Park area
 - Many visit the Roosevelt-Vanderbilt historic sites
 - Need more information about what to do in the area
 - On the Pedal most folks spent \$700 to \$1000 over and above necessities
 - Participant survey shows many purchase multiple meals in Hyde Park
 - Need better wayfinding, signage and communication to direct participants to activities and attractions in Hyde Park – potential to bring participants to Roosevelt-Vanderbilt sites
 - Riders camp at Regina Coeli (the Catholic School near center of town)
 - Remember riders only have bike access to get around area (shuttle possibilities?)
 - Need good locations for bike parking/storage and signage to direct them from there
- Big bike ride in Harlem Valley is one of Dutchess County Tourism's promotions
 - CT, MA and NY for 100-mile circle
- Discover Hudson Valley Ride hosted by Bike New York – June 26th
 - Metro North putting on 2 special cars to support this event
 - 18 mile to 100 mile ride
 - www.BikeNewYork.com
 - Had 800 cyclists last year (even on stormy weekend)
 - People need to know what's there; so good signage can help this event
 - This event puts "heads in-beds," a primary objective of Dutchess County Tourism
- Do we need to wait until things are ready up here before we market?
- A lot of opportunities are already here (existing paths and trails at historic sites for example); but not everything; market in stages.

- Touring cyclists will be interested in historic tour; slower pace; not the racer type.
- New Culinary Institute hotel could be opportunity for connections and new trail users/park visitors.
- CIA/ county property/ St. Andrews/ Roosevelt Farm Lane / Brew Pub loop – could promote/market this.

What are your suggestions for improvements, facilities, and information to address visitors' needs throughout the trails network?

- TRAIL HUBS/ORIENTATION POINTS: Find a way to get trail information out to visitors more easily (using multiple methods/tools); take the pressure off extensive requests coming to desks.
- Put maps and information in more places; too centralized now.
- Provide ADA access opportunities; designate areas that meet ADA/accessibility for use (relationship to FDR's mobility challenges? There were two key routes that he used the Old Home Road for exercise and Gravesite Route; he mostly used his car to get around the property). Consider providing trail accessibility information for all trails based upon the Universal Trail Assessment Process (UTAP).
- Indicate topography on trails maps to help people understand grades; show distances too.
- More info needed on topography/grade and trail surfaces.
- Minimal conflict on Farm Lane, but poor etiquette (yielding, announcing) – need more signage and education (for walkers too).
- Reinforcing trail etiquette is really important – need to educate trail users and identify trail use priorities on the trails so each type of user knows who to yield to; look at IMBA triangle of use example (simple triangular sign posted on site and on website with horse use/equestrian as first priority user, then hiker/walker, then biker); establish “rules of the road” and post them.
- More parking is needed at trail access points; parking at the Roosevelt-Vanderbilt historic sites is at a premium; busy during weekends and special events; parking areas can fill up; but we can't just easily develop more parking lots due to the cultural landscapes.
- Initial “sorting out” areas are needed to help people begin their visit – key orientation points; mini-visitor contact stations at parking lots – these can be self-serve/self guided with kiosk/trail information, bike racks, benches, maybe located near shuttle stops (mobility hubs idea); have dispenser for maps here too; also rangers can carry trail maps when they are out on the properties to give to visitors; “TRAIL” sign at the top – make it clear and distinct – this is where to go for trails information (use of symbols? people don't understand the Tulip Tree leaf symbol).
- Shuttle stops/access points are good places for orientation – place kiosks at key points throughout the system (like at Farm Lane now...but they should all look similar and be recognizable).
- Note that kiosks must be maintained and information updated; don't want high maintenance signs; consider replaceability; technology is improving so replacement is getting easier and less costly (digital process; kit of parts sign and kiosk structures through Harpers Ferry).
- Home of Franklin Roosevelt grounds could use orientation (kiosk/trail information station), Val-Kill, and Vanderbilt too. Where should these orientation kiosks/stations be located? Trailheads, parking areas, obvious locations.
- At Home of Franklin Roosevelt, where is the best location for trails information? Anticipate need of those who plan to use trails only – best to locate somewhere in parking area towards Wallace Center or by bike rack; take a look and give some options about what could work.
- The Val-Kill parking lot is a good location for trails kiosk/information.
- Roosevelt Ride shuttle drops people off in front of Wallace Center; good place for orientation.

- Vanderbilt parking area good place for trails information hub; parking lots are good areas because won't disturb cultural landscape and these are places people will be looking for information upon arrival to the sites.
- Amenities/trail information: locate orientation at parking lots, as many trail users access the trails directly from these lots.
- Break down information and interpretation into manageable segments/pieces – consider maps for specific audiences according to interests (maps can focus on geographic areas and provide information about various experiences, such as the historic structures, cultural landscapes, natural resources, etc.)
- Avoid information/interpretation overload on maps; too many user types for a single map.
- But also still need overall map to orient to the entire system (less detailed/more overview); need an overall presentation and also more detailed, in-depth presentations for those who are interested in more detail.
- Entrances to NPS sites confusing – don't feel like public entrances (southern entry to Vanderbilt and northern entry to Home of Franklin Roosevelt grounds); entrances to Vanderbilt (southern entrance) and Home of Franklin Roosevelt (northern entrance on trail) not clear that they are entrances to NPS.
- Trail information needed at parking areas and restrooms needed at Bard Rock, CIA.
- Provide trail marking/information on kiosks (maps) – similar to Hyde Park trailheads- seems like the right amount of information (Hyde Park Trails map helpful).
- Wayfinding also needed from Vanderbilt to municipal properties – library, post office, town hall.
- Kiosks and signs – design is critical – context sensitive approach (blend in with the landscape, need to be unobtrusive). Consistent design/look for trail information/amenities will be important/helpful to visitors (helps them recognize these locations as places to get information).
 - Having signage is good for casual users (w/ mapping); for repeat users need more variety of media
 - Kiosks at trailheads and hubs should provide orientation information and interpretation; interpretive information at trail hubs/places where people pause or gather
- Need access for emergency vehicles throughout trails system, or at least the ability to get close.
- Let people know how to get emergency help
 - Signs that provide emergency numbers, first response
- Visitor orientation/wayfinding: what about a numbering system associated with map (see Stewart Park website for signing/numbering) utilizing numbered waypoints to allow identification of location on maps (like mile markers)
- F. Gilbert Hills State Forest in Foxboro, MA is a good example of multi-use trails
- Provide picnic facilities near parking areas; could see having a trailhead/picnic spot at CIA (close to restaurants) with kiosk and other amenities.
- BENCHES can be helpful for people with mobility challenges; benches can be rustic depending on the setting – logs are enough – just some place to stop and rest or tie your shoes.
- Road bicyclists need good roads, connections, and bike racks.
- More bike racks are needed; only have one at Vanderbilt; not sure of other locations.
- Bike rental system (and/or bike sharing)
 - Local concession opportunities
 - At trailheads/the new site?
 - Possibly coordinate with Poughkeepsie and CIA (to expand area covered)
 - D.C. as example
- School bus parking (safe access to and from; park at drive-in area now).
- Traffic signal and connection through drive-in property and trailhead parking is planned

- Trail plan also includes Morgan property; at present there is no mapping of internal trails on the Morgan property; but we (NPS) are considering the boundary trail and connections.
- Dogs allowed, but no plastic bags are provided currently (some were provided in the past; not bring your own system).
- No trash cans – this was a conscious decision at Roosevelt Farm Lane – carry your own out; good decision – trash cans can be eyesores; attract bugs; etc.
- Consider the needs of through visitors – those passing through the area (touring bicyclists and regional travelers/tourists)
- Allow formal ways for people to exercise their rights to recreate and not build their own trails
- Consider people who are on longer bike tours coming through the region and what they need; guide them to amenities to serve their needs (restrooms, water, etc.)
- Ask for suggestions from hikers at the trailheads /on-site; a “suggestion box”
- Provide information about ticks on trail brochures
- Use the local community cable station to do a program on HOFR/VAMA (low-cost)
- Consider connections with outside trails, including river connections.
- WATER ACCESS OPPORTUNITIES:
 - Bard Rock is the primary opportunity on federal lands
 - Hyde Park marina
 - Crum Elbow (but not a viable launching site)
 - Roosevelt Cove? Tidal wetland; access road now closed due to beavers; some kayak under railroad; could serve as a landing point rather than launching point
 - Tour boats come close to Bard Rock
 - Water taxi service
 - Boats moor off of Bard Rock; come ashore to picnic
 - There is a paddle shop in town

What environmental analysis topics and resources (cultural, historical, natural, scenic, etc.) should be considered in the master planning process?

- Archaeological areas throughout
- Plan should identify areas with significant resources
- Trail along stream to powerhouse and garden paths should be considered for restoration
- Hudson River views/vistas –can see multiple historic sites from vantage points along trails at FDR and VAMA; make visitors more aware of these views and what they can see; building awareness can build interest in the need for conservation
- Designate/identify multi-use areas or areas where most visitors can have access to
- Roosevelt Farm & Forest is most intact forest within the NPS managed lands, introduction of new trails there could disrupt this natural community.
- WETLANDS: many wetlands with amphibian habitat. Timing of use is a consideration, as is habitat fragmentation.
- Wet areas and species impacts are primary concern.
- Habitat impacts can occur from bike use; hard to police use.
- Drainage is a frequent issue (and a key concern related to maintenance too).
- What resource surveys have been done? Birds, plants, other resources including cultural resources; working with information from the recently completed GMP and park inventories.

What ideas do you have for ongoing stewardship, partnerships, volunteer involvement, and maintenance of the trails network?

- Good partnerships will be important for long term sustainability/stewardship of the trails system.
- Fats in the Cats get involved in trail building and maintenance; they are trained in it and bring those resources to the trails we use; have a permit from New York State to use chain saw to clean up deadfall and also have insurance. Need to engage bike groups in trail maintenance/trail building here.
- Allowing people to take downed limbs from trails helps keep them clear
- What about special events, programs; seasonal activities as interactive opportunities to get people involved in trails program? Winter programs too
- The NPS should continue to partner with the tourism industry in more cross-marketing, advertising, and promoting the experiences here. Need to step up the marketing/advertising efforts for NPS sites. For example information about the Roosevelt-Vanderbilt trails system could be provided at Walkway Over the Hudson.
- Tourism information should describe activities that people can do all day long in the area. The more you can show day-long experiences, day hikes, the more people will stay multiple days in an area; more economic development opportunities
- Interested in promotion of healthy opportunities county-wide (fitness, local fresh foods, etc.) Connection to passenger rail -- Metro North allows bikes; Dutchess County Tourism advertises on the train; not convinced yet that hiking/cycling is big draw, but working on this with them
- Working with international travel agents – international visitors heavily favor hiking/walking
- 23 percent of attendance is international
- Hotel development at CIA – key-would be good to tie in as most in international market like to hike and walk
- Dutchess County Tourism advertises on Facebook; benefit of Facebook is targeted marketing
- Hyde Park Trail now has a Facebook page; can tie into that with special events and programs.
- Partner with Heritage Area, Mark Castiglione – important contact regarding Heritage Area
- Partner with Trails New York Program
- Walkway Over the Hudson bridge fund raisers are popular
- March of Dimes happens annually
- Ambassadors program at Walkway Over the Hudson – great example of volunteer involvement
- Getting younger generation involved; reaching out to them and educating them about stewardship; stewardship of the land and trails as a legacy of Roosevelt and history of this area—this theme ties to the history of the valley.
- “Take Your Kids Biking” nationwide International Mountain Biking Association (IMBA) annual event – IMBA trail to Newbold Trail for example.
- Stewardship could tie into FDR’s work on the property; there is a legacy of stewardship.
- FDR’s program, the Civilian Conservation Corps (CCC) – Norrie Mills was a showcase camp for the CCC and it is part of this area; the legacy of trails building and building facilities in parks is rooted in this area.
Program of trail masters/guides/docents as volunteer trail stewards – could include local school districts too.