

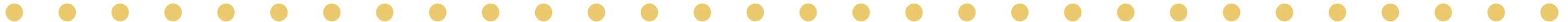




PRODUCED FOR:



PRODUCED BY:





Stone Mountain State Park Superintendent, Janet Pearson, points to the Stone Mountain outcrop from Devils Garden Overlook on the Blue Ridge Parkway.

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The Mountains-to-Sea Trail is a significant asset within northern Stone Mountain State Park.

**ELKIN VALLEY TRAILS ASSOCIATION
CONTINUES TO SOLIDIFY ITS POSITION AS ONE
OF THE PREMIER TRAIL DEVELOPMENT NON-
PROFIT ORGANIZATIONS IN NORTH CAROLINA.**



▲
EVTA officials host a community meeting updating the public about trail development work.

Plan Purpose

The Mountains-to-Sea State Trail - Sub Section Plan - Stone Mountain to Pilot Mountain State Park Master Plan serves as a comprehensive trail plan that is meant to guide local trail section managers as they strive to locate, design, and implement the Mountains-to-Sea Trail throughout the region. Also, this plan is critical as state trail development leaders, particularly those associated with the North Carolina Division of Parks and Recreation, continue to plan, develop and manage state wide trail systems.

Plan Goals:

- 1.** Identify and engage all existing and potential supporting and funding partners;
- 2.** Re-evaluate the North Carolina Mountains-to-Sea State Trail - Western Piedmont Section Plan;
- 3.** Consider and define what user group(s) this trail might serve and define optimal trail corridor widths based on regulatory guidelines and expected traffic;
- 4.** Consider and define how the trail/greenway might be constructed;
- 5.** Define and prioritize trail routing options between Stone Mountain and Pilot Mountain State Park;
- 6.** Identify segment managers, delegated community groups and partners; and
- 7.** Identify the key factors necessary to justify segment manager staff, resources, and public funds for this project.

Planning Process

1. Project Kick-off

- a. Meet with EVTA and other key stakeholders (listed in appendix) for project orientation
- b. Discuss planning study area boundary and planning sections
- c. Develop a schedule for field reconnaissance

2. Discovery and Analysis

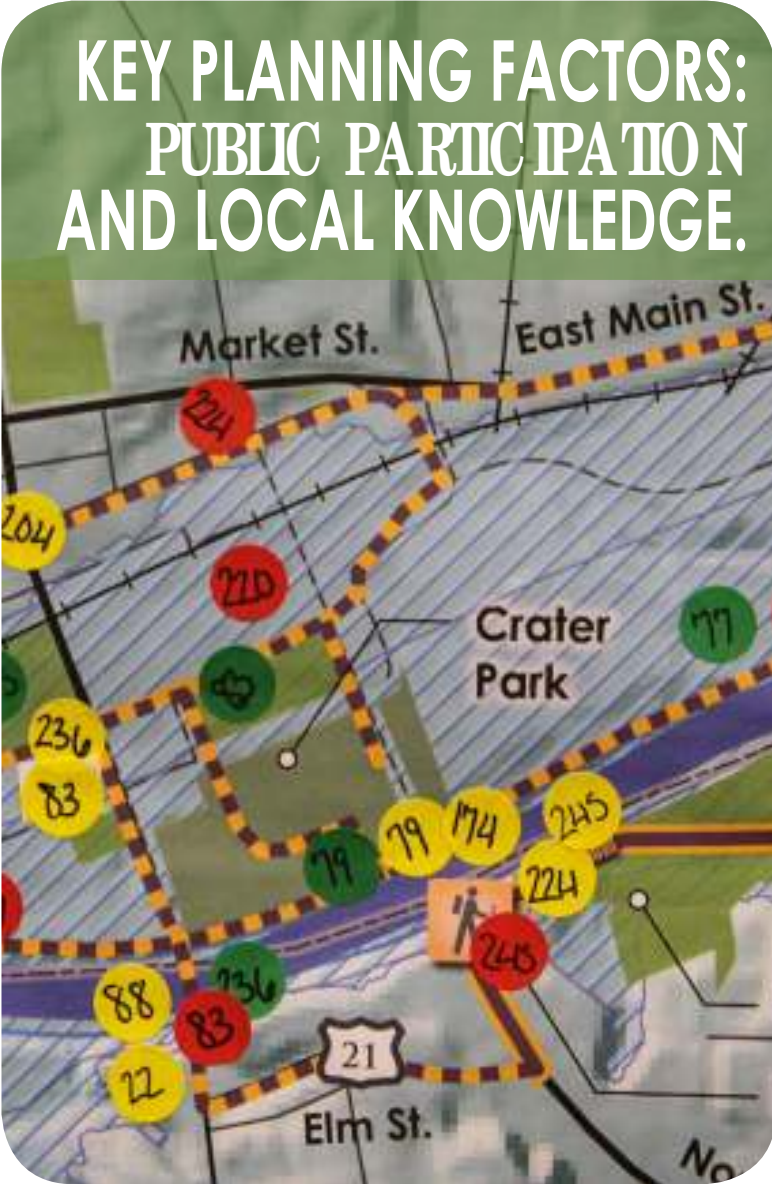
- a. Acquire existing, pertinent GIS data
- b. Identify existing and planned trails, key assets (listed in appendix), and environmental assets and constraints within the study area
- c. Conduct thorough field visits with key stakeholders
- d. Host a public meeting to share initial analysis and glean new insights

3. Plan Development

- a. Work with key stakeholders to identify preferred and alternative routes
- b. Develop a complete map series of trail alignments according to planning sub-sections
- c. Provide visual schematics, such as drawings or photo-renderings, that highlight significant trail features and opportunities
- d. Develop an implementation strategy that includes an evaluation of each planning section and recommendations for trail implementation
- e. Provide a draft plan (45-day public review period) to all local governments and stakeholder organizations impacted by the recommended trail route or the re-routing of the historic MST planned route.

4. Final Plan

- a. Finalize the draft planning document to include all content acquired throughout the planning process, incorporating all comments gleaned during the 45-day public review period.
- b. Seek adoption of plan by local governing bodies



▲ A critical component of the Discovery and Analysis Phase include identifying the public's "ideas, insights, barriers, and BIG ideas."

Plan Organization

This plan is organized according to six (6) subsequent chapters: 1) The Mountains-to-Sea Trail: Its History and Previous Planning Efforts; 2) Overview of the Region; 3) Public Engagement and Vision; 4) User Groups, Design Standards, and Trail Character; 5) Trail Section Analysis and Objectives; and, 6) Section Management and Implementation.

- 1. Chapter 1: MST History and Changing the Historic Planning Route** provides the historical context for the state's foremost trail development priority. This chapter also evaluates previous MST regional planning efforts with significant implications for this study area.
- 2. Chapter 2: Overview of the Region** provides a brief geographic profile of the plan's study area, which consists of a 50-mile area linking Stone Mountain State Park, the towns of Elkin and Jonesville, and Pilot Mountain State Park. This chapter also provides a description of the key non-governmental organizations working to implement the MST in the region. The chapter concludes by summarizing local recreation and greenway plans, and other relevant plans related to MST development efforts.
- 3. Chapter 3: Public Engagement and Vision** describes the process of public outreach and inclusion, a critical element within the planning process. In March 2014, more than 80 citizens from across the Yadkin Valley attended the Stone to Pilot Trail Master Plan workshop. This chapter highlights many of the key "Ideas, Insights, and Barriers" gleaned from workshop participants.

- 4. Chapter 4: User Groups, Design Standards, and Trail Character** identifies the preferred trail construction and design standards that will best accommodate a wide-array of trail user groups. This chapter also emphasizes a unified theme and design for trail support facilities, information kiosks, wayfinding signage, etc.

- 5. Chapter 5: Trail Section Analysis and Objectives** serves as the heart of this plan, providing specific objectives for trail alignment and development throughout the study area. This section is organized into five parts, each representing a geographic sub-sector of the Study Area. The chapter emphasizes the six (6) major factors: public workshop comments; asset connectivity; relative parcel density; environmental assets; environmental constraints; and, segment manager capacity. Every effort was made to ensure that the trail follows the most meaningful and feasible route.

- 6. Chapter 6: Section Management and Implementation** discusses responsibility for the long-term development and management of the trail. This chapter highlights trail segment managers, their geographic areas of responsibility, and their priorities for implementation.





A simple MST sign guides hikers at Stone Mountain State Park.

1

IN THIS CHAPTER:

1. MST Overview & History
2. MST Facts at a Glance
3. Implications of Previous MST Planning Efforts

MOUNTAINS-TO-SEA TRAIL OVERVIEW

The Mountains-to-Sea State Trail (MST) is an effort to link Clingman's Dome in the Great Smoky Mountains National Park to Jockey's Ridge State Park located in the Outer Banks. NC State Parks deems the trail the flagship project of the North Carolina State Trails Program. Today more than 600 miles of the 1,000 mile route are complete and open for use. Utilizing temporary routes on backroads and bicycle paths, hikers can take part in an adventure across North Carolina.

Partners across North Carolina are helping to plan and build the trail to link communities together and to serve as the backbone of a growing system of land and water trails. When completed, the route will pass through 33 counties that include approximately 40 percent of the North Carolina's population.



The Mountains-to-Sea State Trail showcases the diversity of North Carolina's natural beauty from the Appalachian Mountains to the Atlantic Ocean. Map from NCParks.gov.

History

The trail concept was first proposed in 1977 by Howard Lee – then secretary of the N.C. Department of Natural Resources and Community Development. The Mountains-to-Sea State Park Trail was made an official land-based unit of the state park system by the General Assembly on August 2, 2000.

The vast majority of the foot trail is located on lands not directly managed as part of its associated state park unit. The trail is a part of the North Carolina State Trails Program and as of August 2014, 608 miles of trail has been designated as a part of the MST. The segments of MST along the Blue Ridge Parkway were designated as a National Recreation Trail in 2005. The MST has the distinction of being the highest elevation, long-distance trail in the eastern United States, where it crosses Mount Mitchell at 6,684 feet (2,037 m).

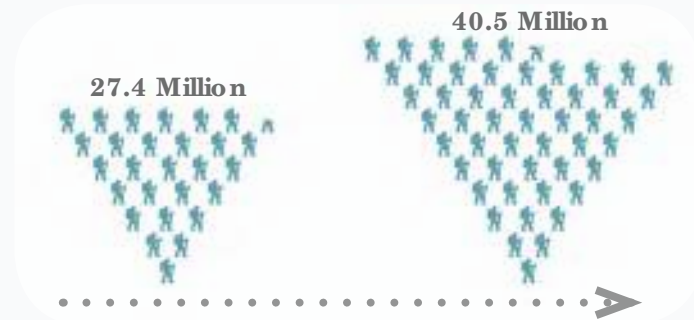


In 1977, Howard Lee (right), the n Secretary of the Department of Natural Resources and Community Development, accompanied by Dr. Doris Hammett (left), first announced the idea of “establishing a state trail between the mountains and the seashore in North Carolina” at the National Trails Symposium in Lake Junaluska.

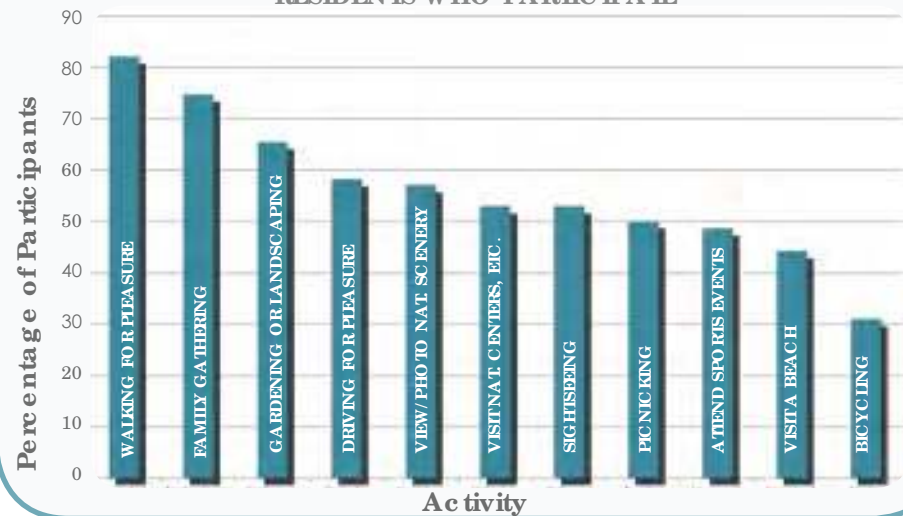
Potential Economic Benefits of the MST

The MST was created not only for its recreational benefits, but also because of its implications for further developing North Carolina's outdoor recreation economy. The outdoor recreation industry sector in North Carolina has experienced significant growth and warrants public sector investment to help generate private sector job growth.

THE NUMBER OF NORTH CAROLINIANS PARTICIPATING IN RECREATIONAL ACTIVITIES OVER THE PAST DECADE



TOP OUTDOOR RECREATION ACTIVITIES BY PERCENT OF STATE RESIDENTS WHO PARTICIPATE



Division of Parks and Recreation, NC Department of Environment and Natural Resources, 2009-2013
North Carolina Statewide Comprehensive Outdoor Recreation Plan, 2008

MSTFACTS AT A GLANCE

- Is North Carolina's longest marked footpath at present
- Is one of North Carolina's State Trails
- Climbs both the tallest mountain peak and the highest sand dune in the Eastern United States
- Is being built and maintained by trail clubs, local communities and state parks
- Passes through 33 counties
- Showcases the state's diverse landscape from hardwood forests and tea-colored swamps, fading tobacco crossroads and reviving urban centers, courthouse square towns and rugged gorges, remote lighthouses and mountain overlooks
- Passes through three national parks and two national wildlife refuges
- Meanders through three national forests
- Passes three lighthouses, including the nation's tallest
- Connects 10 State Parks: Jockey's Ridge, Falls Lake, Cliffs of the Neuse, Eno River, Haw River, Hanging Rock, Pilot Mtn., Stone Mtn., Grandfather Mtn., & Mount Mitchell
- Was proposed in 1977 and added to the state park system in 2000
- Highest elevation: 6,684 feet on Mt. Mitchell
- Lowest elevation: 26 feet on Cape Hatteras National Seashore
- Takes approximately 2,112,000 footsteps to complete
- Includes two ferry rides
- 851 volunteers worked more than 18,500 hours to build and maintain the trail in 2012

Source: <http://www.ncmst.org/the-trail/at-a-glance/> with updated information from NCDPR

Incorporated Trails

The MST incorporates many notable trails as part of its route.

- The MST shares several miles of its route with the Appalachian Trail near the MST's western trail-head.
- The Art Loeb Trail from Davidson River Campground in Brevard to Daniel Boone Boy Scout Camp
- The MST follows most of the Tanawha Trail's length.
- The MST shares most of the Sauratown Trail's route, which is the only bridle trail that connects two NC state parks and is the longest trail on private owned lands in the state.
- A recent addition to the trail is the Haw River Trail (partially opened) which begins at Haw River State Park in Guilford and Rockingham Counties and continues to Cane Creek in southern Alamance County and on to Chatham County.
- The MST follows the entire length of the Neusiok Trail which traverses the forest from a sandy beach on the Neuse River to a salt marsh on the Newport River.



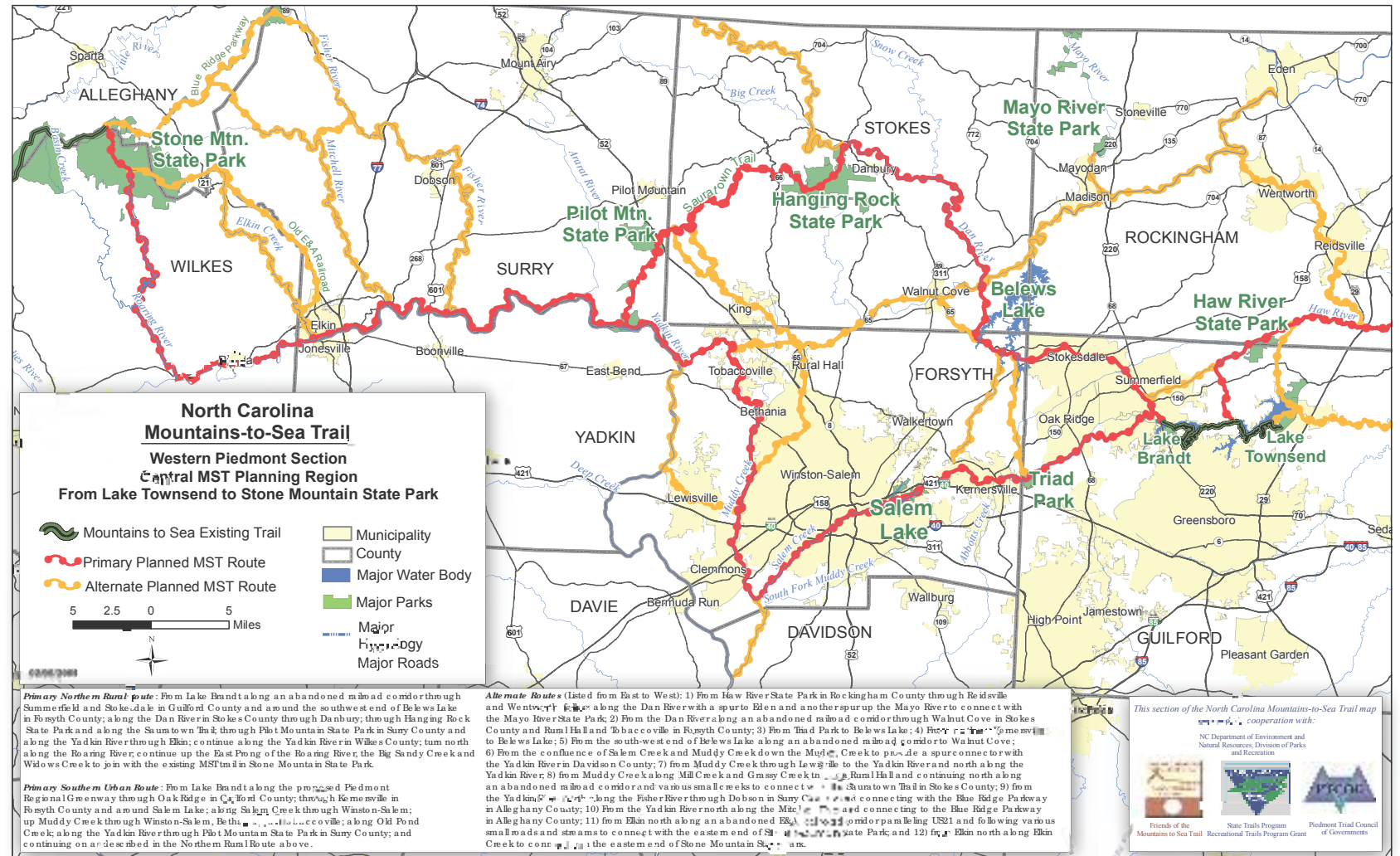
The MST utilizes a variety of trail networks across the state, such as those within Stone Mountain State Park.

IMPLICATIONS OF PREVIOUS MST PLANNING EFFORTS

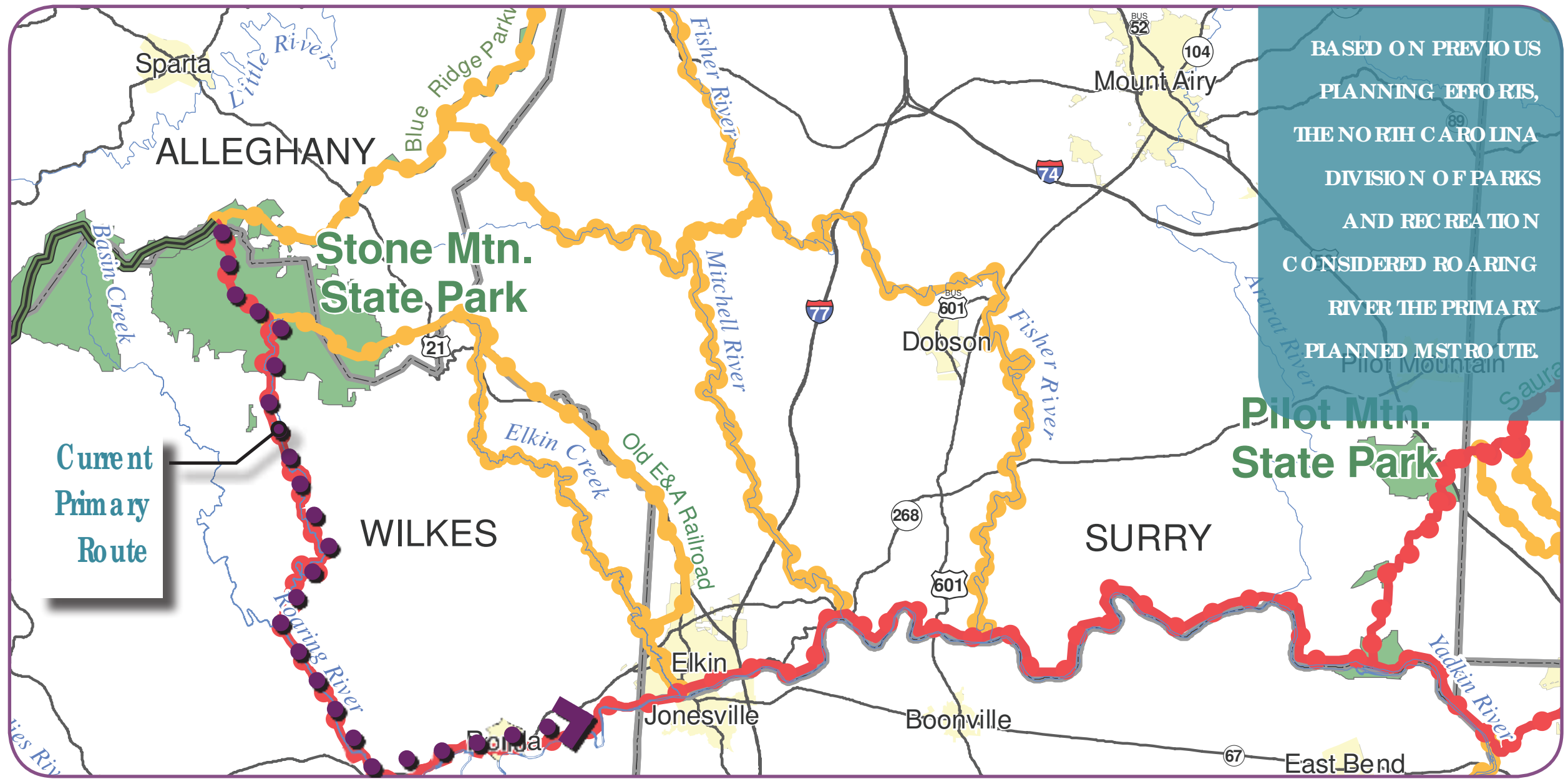
In 2006 the Piedmont Triad Council of Governments (COG) developed the Western Piedmont Section plan for the Mountains-to-Sea State Trail through an inclusive workshop process. The plan's study area extends from Lake Townsend in the east to Stone Mountain State Park in the west. The Stone Mountain State Park to Pilot Mountain State Park study area is fully within this study area, providing a detailed plan for nearly half of the planning section.

The COG plan recognizes that the MST trail could feasibly link to the Blue Ridge Parkway in a variety of ways. The plan identifies four (4) alternative routes and one (1) primary route for the MST. The alternative routes include Fisher River, Mitchell River, Old E & A Railroad, and Elkin Creek. The Roaring River corridor, which is located farthest to the west, is noted as the "Primary Planned Route."

North Carolina Mountains-to-Sea Trail Western Piedmont Section



Current MST Route from Stone Mountain State Park to Elkin



BASED ON PREVIOUS PLANNING EFFORTS, THE NORTH CAROLINA DIVISION OF PARKS AND RECREATION CONSIDERS ROARING RIVER THE PRIMARY PLANNED MST ROUTE.

Current Primary Route

Pilot Mtn. State Park

HOWEVER, WITH THE CREATION OF THE ELKIN VALLEY TRAILS ASSOCIATION (EVTA) IN 2012, EXTENSIVE TRAIL IMPLEMENTATION WORK HAS BEEN PERFORMED ALONG THE ELKIN CREEK CORRIDOR.



ADDITIONALLY, CURRENT TRAIL DEVELOPMENT EFFORTS FURTHER DEViate FROM THE ELKIN CREEK ALTERNATIVE CORRIDOR BY LEAVING THE CREEK TO TRAVERSE WELLS KNOB BEFORE REACHING STONE MOUNTAIN STATE PARK. NO ACTIVITY HAS OCCURRED ALONG THE ROARING RIVER ROUTE SINCE IT WAS PROPOSED.



EVTA



Why Change the Route?

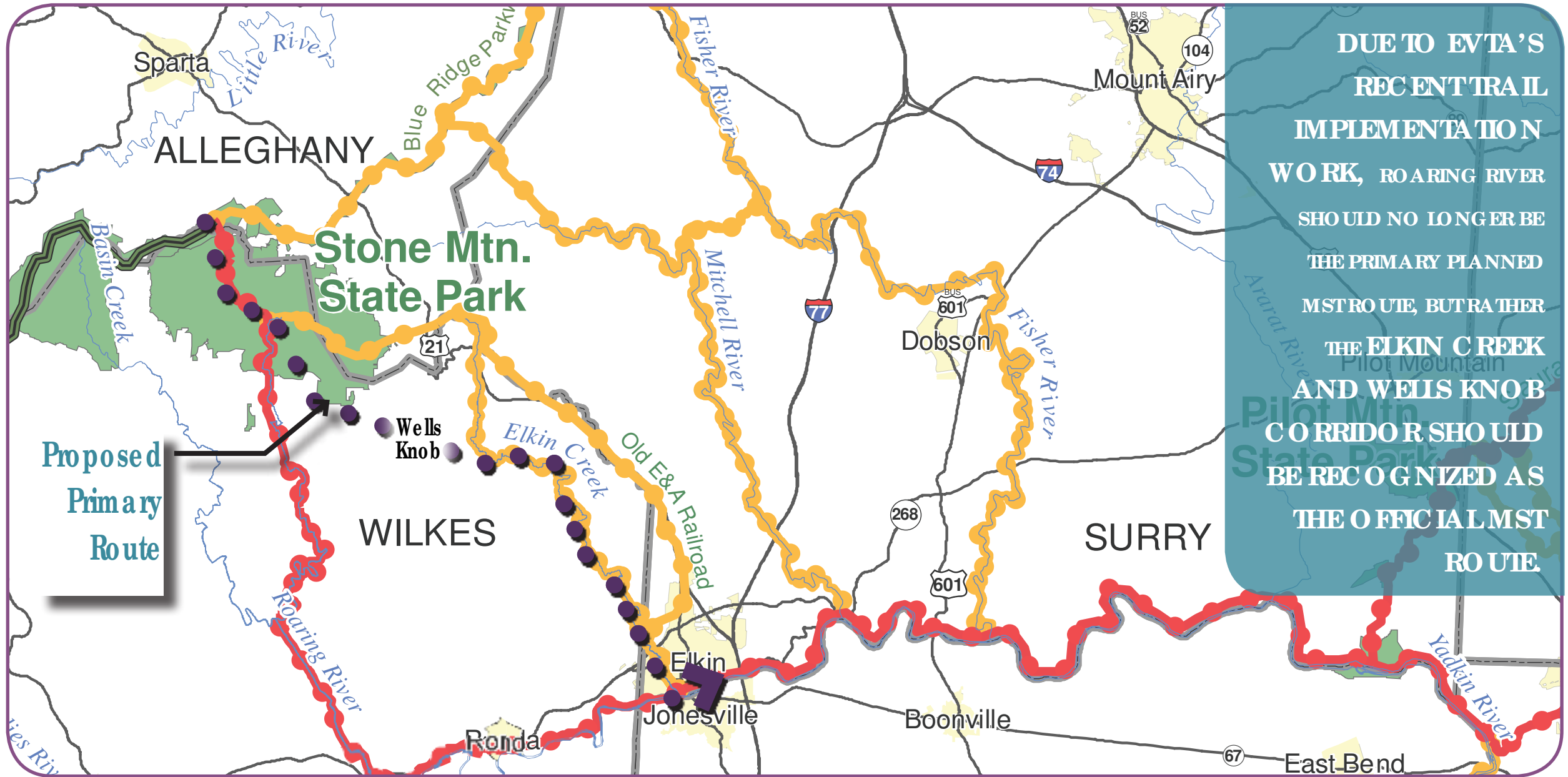
No trail construction efforts have been made along the Preferred Roaring River Route since the adoption of the COG plan in 2006.

In 2012 the Elkin Valley Trails Association (EVTA) was created. The association has completed trails along the Old E & A Railroad, Elkin Creek, and in the Wells Knob area. Additionally, planning work has been completed by EVTA to the south of Stone Mountain State Park. When these efforts are coupled together they signify the beginning (NE out of Elkin on the Old E & A Railroad and Elkin Creek), the middle (Wells Knob), and the end (south of Stone Mountain State Park) of a preferred trail route.

EVTA's successes in this corridor have not been matched in any other area within the Stone Mountain to Pilot Mountain State Park study area. Consensus among a range of key stakeholders, including local governments and the general public (see letters of support in appendix) helped to solidify the Elkin Creek and Wells Knob Corridor as the preferred route as planning progressed. Furthermore, the route change has been endorsed by the Wilkes County Commissioners (Resolution from June 18, 2013) and Wilkes County has further agreed to hold trail easements.

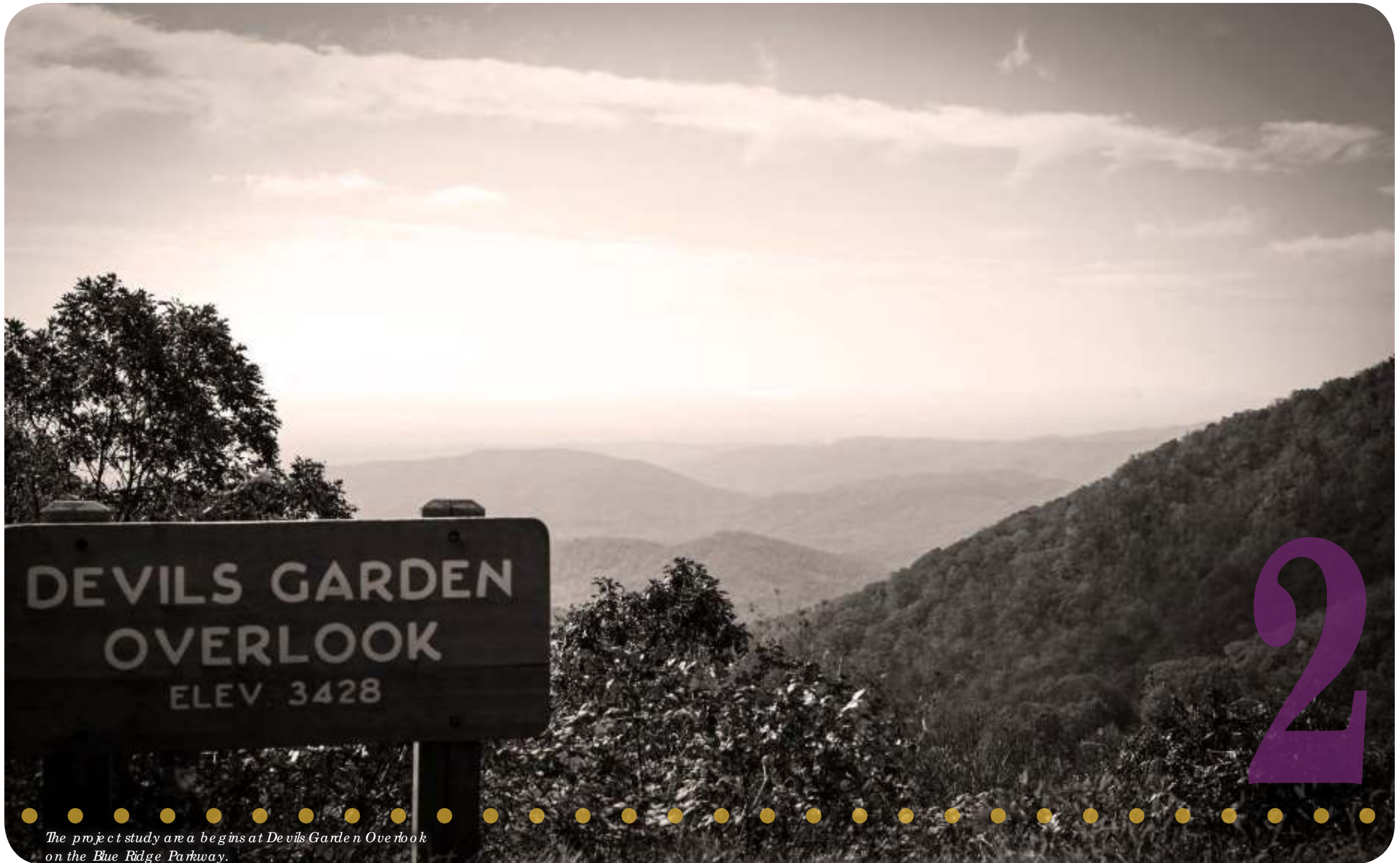
- Because of the extensive trail implementation efforts that have been made and the high level of community support, this plan designates the Old E&A Railroad/Elkin Creek/Wells Knob corridor as the new official MST preferred route.

Proposed MST Route from Stone Mountain State Park to Elkin



DUE TO EVTA'S RECENT TRAIL IMPLEMENTATION WORK, ROARING RIVER SHOULD NO LONGER BE THE PRIMARY PLANNED MST ROUTE, BUT RATHER THE ELKIN CREEK AND WELLS KNOB CORRIDOR SHOULD BE RECOGNIZED AS THE OFFICIAL MST ROUTE.





DEVILS GARDEN
OVERLOOK
ELEV 3428

2

OVERVIEW OF THE REGION

The project study area begins at Devils Garden Overlook on the Blue Ridge Parkway.

OVERVIEW OF THE REGION

IN THIS CHAPTER:

1. Study Area
2. Key Agencies and Organizations
3. Previous Planning Efforts

Study Area

This subsection plan of the MST stretches approximately 50 miles connecting Stone Mountain State Park, the towns of Elkin and Jonesville, and Pilot Mountain State Park.

The study area begins at Devils Overlook on the Blue Ridge Parkway before the Mountains-to-Sea State Trail enters Stone Mountain State Park. From Stone Mountain State Park, the planning corridor, which is approximately two-miles wide, extends south over Wells Knob and then to Elkin Creek before reaching the Town Elkin and Town of Jonesville. From Stone Mountain State Park to Elkin is approximately 17 miles in length.

The Elkin Valley Trails Association has made significant trail development progress between Stone Mountain and the Town of Elkin.

East of Elkin and Jonesville, the planning corridor extends approximately 26-miles along the Yadkin River before reaching Pilot Mountain State Park.



The study area extends approximately 70 miles from Stone Mountain State Park to the Towns of Elkin and Jonesville and to Pilot Mountain State Park.

Key Agencies and Organizations

This section provides a brief overview of North Carolina Division of Parks and Recreation (NCDPR) and the many other non-governmental organizations working on behalf of the Mountains-to-Sea State Trail. A complete list of all existing and potential supporting/funding partners is located in the appendix.

North Carolina Division of Parks and Recreation (NCDPR)



The NCDPR provides critical funding, oversight, and coordination of the MST. The mission of the state parks system is to conserve and protect representative examples of the natural beauty, ecological features and recreational resources of statewide significance; to provide outdoor recreational opportunities in a safe and healthy environment; and to provide environmental education opportunities that promote stewardship of the state's natural heritage.

Elkin Valley Trails Association (EVTA)



The mission of the EVTA is to increase the quality of life in the Elkin Valley by building and promoting a network of trails and greenways that will provide educational opportunities, preserve area history, promote health and wellness, provide economic opportunities and promote an appreciation and respect for the environment in Wilkes, Surry and Yadkin Counties and connect with trails that link to the rest of North Carolina.



EVTA VOLUNTEERS
WORK TO BUILD
TRAIL IN ELKIN, NC

Yadkin River Heritage Corridor Partnership (YRHC)



This YRHC works to promote economic development throughout the region including Caldwell, Wilkes, Surry, and Yadkin Counties. The recognizable YRHC logo influenced the branding for this plan.

Friends of the Mountains-to-Sea Trail (FMST)



FMST is comprised of a growing group of citizens and volunteers who support the stewardship and development of the MST throughout North Carolina.

AN FMST MEMBER PROVIDES
COMMENTS AT THE STONE TO PILOT
PLANNING WORKSHOP.



Roc kford Histo ric al So cie ty

The Roc kford Histo ric al So cie ty works to promote and preserve the histo ric al lega cy of Roc kford, NC, which is lo ca ted no rth of the Ya dkin River in Surry Co unty. Roc kford is lo ca ted be twee n Elkin and Pilot Mo unta in Sta te Pa rk.

Sauratow n Tra ils Asso cia tion



Formed in 1988, the Sauratow n Tra ils Asso cia tion (SIA) is a no n-profit organiza tion dedi cated to pro mo ting, crea ting and ma inta ining ho rse ba ck and hiking tra ils in Sto kes and Surry co unties of No rth Caro lina. SIA's pri ma ry mis sion is to ste wa rd the 25-mile Sauratow n Tra il, which ex te nds from Pilot Mo unta in Sta te Pa rk to Ha ng ing Roc k Sta te Pa rk.

Frie nds of Sauratow n Mo unta ins



The Frie nds of Sauratow n Mo unta ins pro vide s a co nce rted e ffo rt amo ng o rga niza tio ns wo rking to benefit the Sauratow n Mo unta ins and support Ha ng ing Roc k and Pilot Mo unta in Sta te Pa rks.

Ya dkin Va lley River Kee pers



Yadkin Riverkeeper is a non-profit organization and a licensed member of the Wa te rkee per Al lia nce. They seek to ma inta in and im pro ve the qua lity of the Ya dkin River Ba sin thro ugh e du ca tio n, ad vo ca cy, and ac tio n. The Ya dkin River is a sta te de sig na ted tra il.

Ya dkin Va lley Tra il Ride rs



The Ya dkin Va lley Tra il Ride rs work to pro mo te, de ve lo p, and ste wa rd e que stria n tra ils thro ugh o ut the Ya dkin Va lley re gio n of No rth Caro lina.



**MEMBERS OF THE YADKIN VALLEY TRAIL RIDERS
CATCH UP DURING THE STONE TO PILOT
MST PLANNING WORKSHOP.**

Previous Planning Efforts

Overmountain Victory National Historic Trail (OVNHT)



Established by the U.S. Congress in 1980, the Overmountain Victory National Historic Trail (OVNHT) commemorates the route taken by militia men in 1780 from southwest Virginia, present-day eastern Tennessee, and the piedmont of North and South Carolina to Kings Mountain, South Carolina where a crucial Revolutionary War battle took place. Although the trail is not yet completed, 57 miles of the route throughout the 330-mile-long corridor are accessible to the public. Today, the trail is supported by the National Park Service, U.S. Forest Service, U.S. Army Corps of Engineers, Overmountain Victory Trail Association, various historical societies, and local citizens. The Town of Elkin serves as a major terminus for this nationally recognized trail, and portions of this MST subsection plan will include designated sections of the OVNHT.



THE TOWN OF ELKIN SERVES AS A MAJOR TERMINUS FOR THE OVNHT

www.birpfoundation.org

OVNHT trail markers can be found at Elkin Park and along Elkin Creek.

Town of Elkin Greenway Plan



The Recreation, Parks, and Greenway Plan for the Town of Elkin was adopted by the town in 2014. This plan addresses the Town of Elkin's recreation needs in a holistic manner.

Trail Planning Recommendations

Short-Term Planning Goals (1-5 years):

1. Trail connecting Municipal Park to Crater Park
2. Extension and expansion of E & A Nature Trail, including 1st major bridge over Elkin Creek north of Municipal Park

Mid-Term Planning Goals (6-10 years):

1. Extend Mountains-to-Sea State Trail along Yadkin River and connect with Surry County's Fisher River park



The 2014 Recreation, Parks, and Greenway Plan for the Town of Elkin provides various alternative routes for how a trail, such as the Mountains-to-Sea State Trail, could traverse Elkin's municipal jurisdiction.

Sury County Greenway Master Plan

The Sury County Greenway Master Plan was completed in 2005. According to the plan, greenways would not only protect areas of cultural or historical significance, they would also allow access to these areas.

Overall, this plan proposed that Sury County could benefit economically through increased regional tourism, preserving the quality of the rural landscape, and by preserving local cultural heritage.

A key objective of this plan is a trail along Sury County's southern border: the Yadkin River.

Elkin/Jonesville Comprehensive Transportation Plan

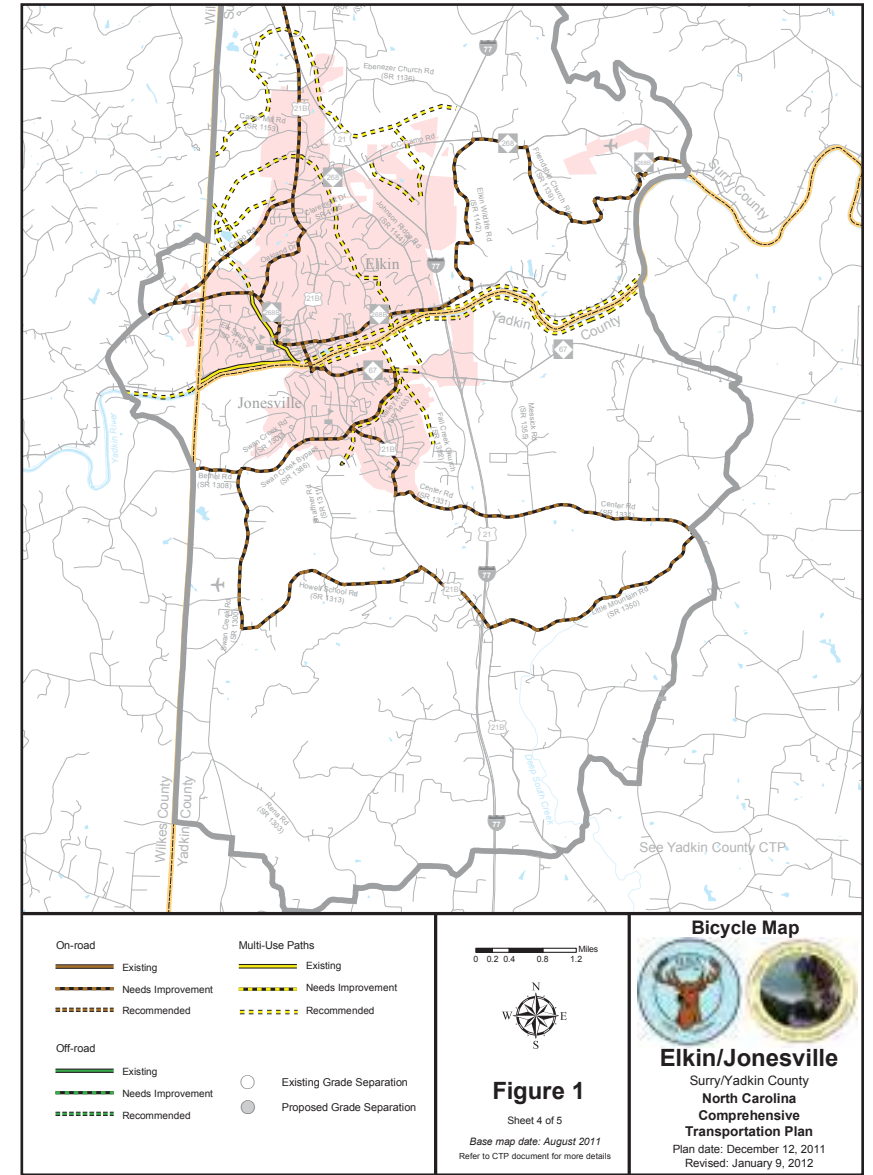


The Elkin/Jonesville Comprehensive Transportation Plan, adopted in July of 2012, is a long-range multi-modal transportation plan that covers transportation needs through 2040. A major recommendation of this plan is a multi-use path on both sides of the Yadkin River spanning from Elkin Creek to Interstate 77.

Additionally, the plan calls for on-road improvements throughout both Elkin and Jonesville.

A MAJOR RECOMMENDATION OF THE ELKIN/ JONESVILLE COMPREHENSIVE TRANSPORTATION PLAN INCLUDES A MULTI-USE PATH ON BOTH SIDES OF THE YADKIN RIVER FROM ELKIN CREEK TO INTERSTATE 77.

Elkin/Jonesville Comprehensive Transportation Plan



The Elkin/Jonesville Comprehensive Transportation Plan, adopted July of 2012, recommends a multi-use path on both sides of the Yadkin River from Elkin Creek to Interstate 77.

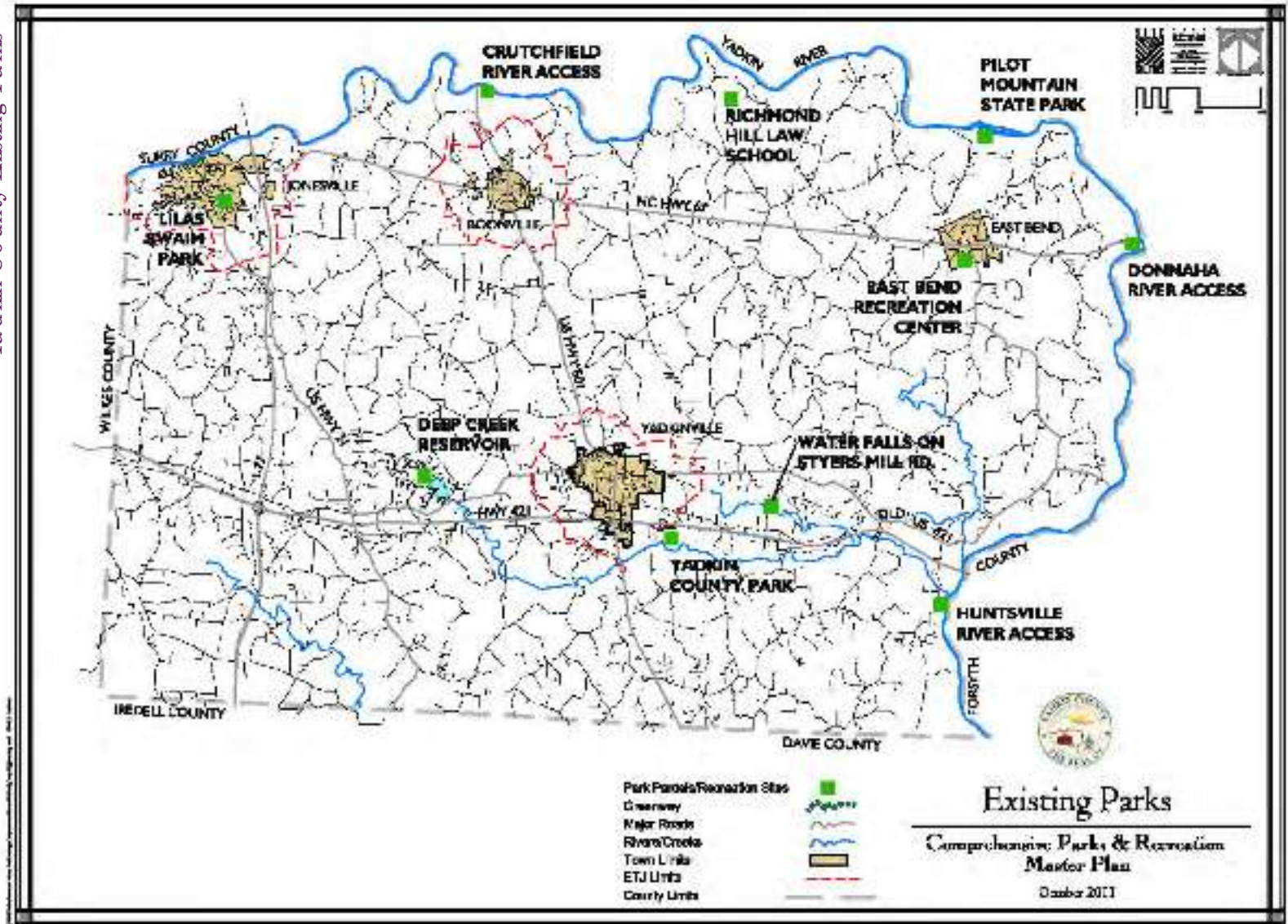
Yadkin County Comprehensive Parks and Recreation Master Plan

While Yadkin County does not have an adopted greenway master plan, the Comprehensive Parks and Recreation Master Plan highlights the need for future trail and greenway development. There is a clear demand among Yadkin County residents for these facilities according to public meeting comments noted within the plan. Of particular interest to Yadkin citizens is further development of the Jonesville Greenway beyond the town limits and the opportunity to ultimately link to Pilot Mountain State Park along the Yadkin River corridor.

“THE POPULARITY OF [GREENWAY DEVELOPMENT] WAS REFLECTED IN THE COUNTY’S PUBLIC MEETINGS.” –

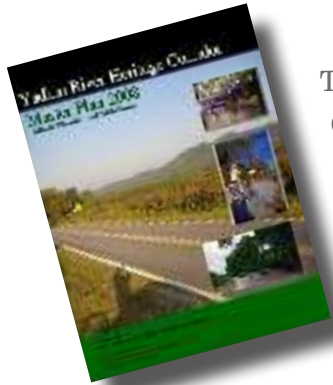
YADKIN COUNTY COMPREHENSIVE PARKS AND RECREATION MASTER PLAN

Yadkin County Existing Parks



The Yadkin County Comprehensive Parks and Recreation Master Plan, adopted January 3, 2012, highlights citizen recommendations for expanding the Jonesville Greenway beyond the town limits and working to link a county trail to Pilot Mountain State Park.

Yadkin River Heritage Corridor Plan

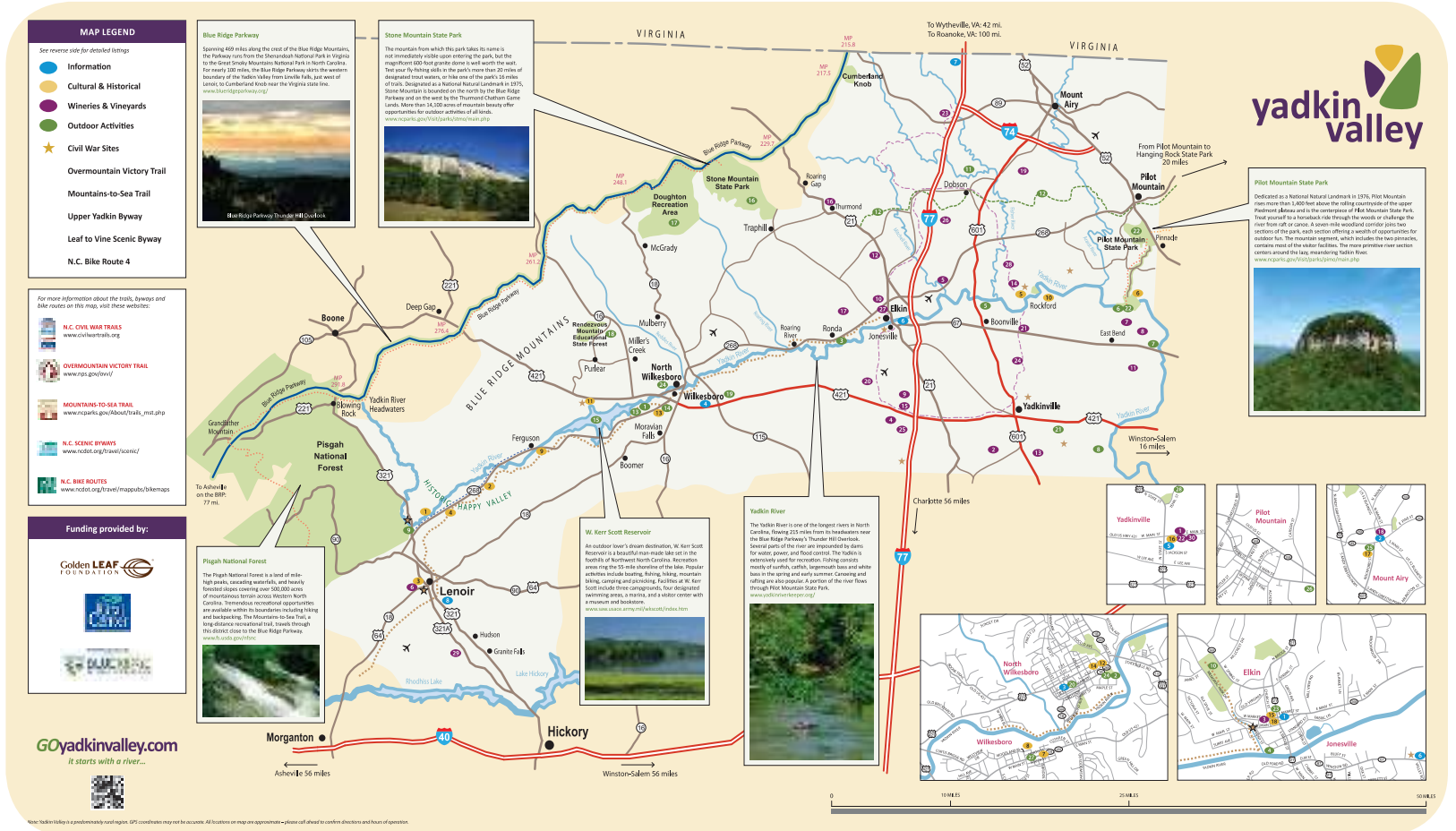


The Yadkin River Heritage Corridor Partnership developed this multi-county regional trail plan in 2008 with the purpose of creating a 113-mile heritage and recreational corridor to link, protect, and preserve significant cultural and historic assets within the four-county region including Caldwell, Wilkes, Surry, and Yadkin Counties.



THE YADKIN HERITAGE CORRIDOR ECONOMIC IMPACT STUDY DETERMINED THAT IF THE 113-MILE TRAIL WERE DEVELOPED, THEN THIS RESOURCE WOULD CREATE APPROXIMATELY 75 NEW JOBS AND RESULT IN AN ECONOMIC IMPACT BETWEEN \$4.16 AND \$6.48 MILLION.

Yadkin River Heritage Corridor



The Yadkin River Heritage Corridor spans across Caldwell, Wilkes, Surry, and Yadkin counties. Map source: goyadkinvalley.com

Smith-Phillips Property: Design and Development Workshop



The Town of Elkin held a two-day workshop in December 2012 to allow community leaders to help envision the possibilities for an adaptive reuse of the Smith-Phillips Building downtown at 257 Standard Street. The vision is to create a Heritage and Trails Center on this town-owned property.

The Heritage and Trails Center will serve as a central hub for trail activity throughout the region.

Key principles were explored necessary for developing a sustainable redevelopment plan. The Elkin community's strengths and assets were incorporated into the process. A conceptual master plan was developed for the site and surrounding areas, including connections to downtown, the river, nearby parks, trails and Main Street.



As part of the planning process, a hiking and biking trail plan was produced.



The Heritage and Trails Center will require an adaptive reuse of the old Smith-Phillips building.





Over 300 Ideas, Insights and Barriers were gleaned during the public workshop.

3

PUBLIC ENGAGEMENT AND VISION

IN THIS CHAPTER:
1. Public Workshop Overview
2. Ideas, Insights, Barriers, and Big Ideas

Public Workshop Overview



On March 20th, 2014, more than 80 citizens from across the Yadkin Valley attended the Stone to Pilot Trail Master Plan workshop. The meeting was held at The Elkin Center in the Town of Elkin. An event flyer was

developed and widely distributed via email by the Elkin Valley Trails Association and the Yadkin River Heritage Corridor Partnership. Furthermore, the event was publicized on the radio and through social media.

The Stone to Pilot study area is both extensive and diverse; the public workshop allowed the planning team to capitalize on the significant public interest and energy for this project and to identify the region's many assets ideal for trail connectivity.

To begin the workshop, the consultant team presented results from the research phase of the planning process. This overview was the result of an extensive series of meetings with NCDPR, Elkin Valley Trails Association and other local government leaders throughout the region. The research phase overview provided a foundation and framework for engaging the public and generating their “Ideas, Insights, Barriers, and Big Ideas.”



The workshop began with an overview of the information gleaned from local trail development leaders, State Park Superintendents, and local government officials.



EVTA and NCDPR officials discuss MST development during a pre-workshop field visit.

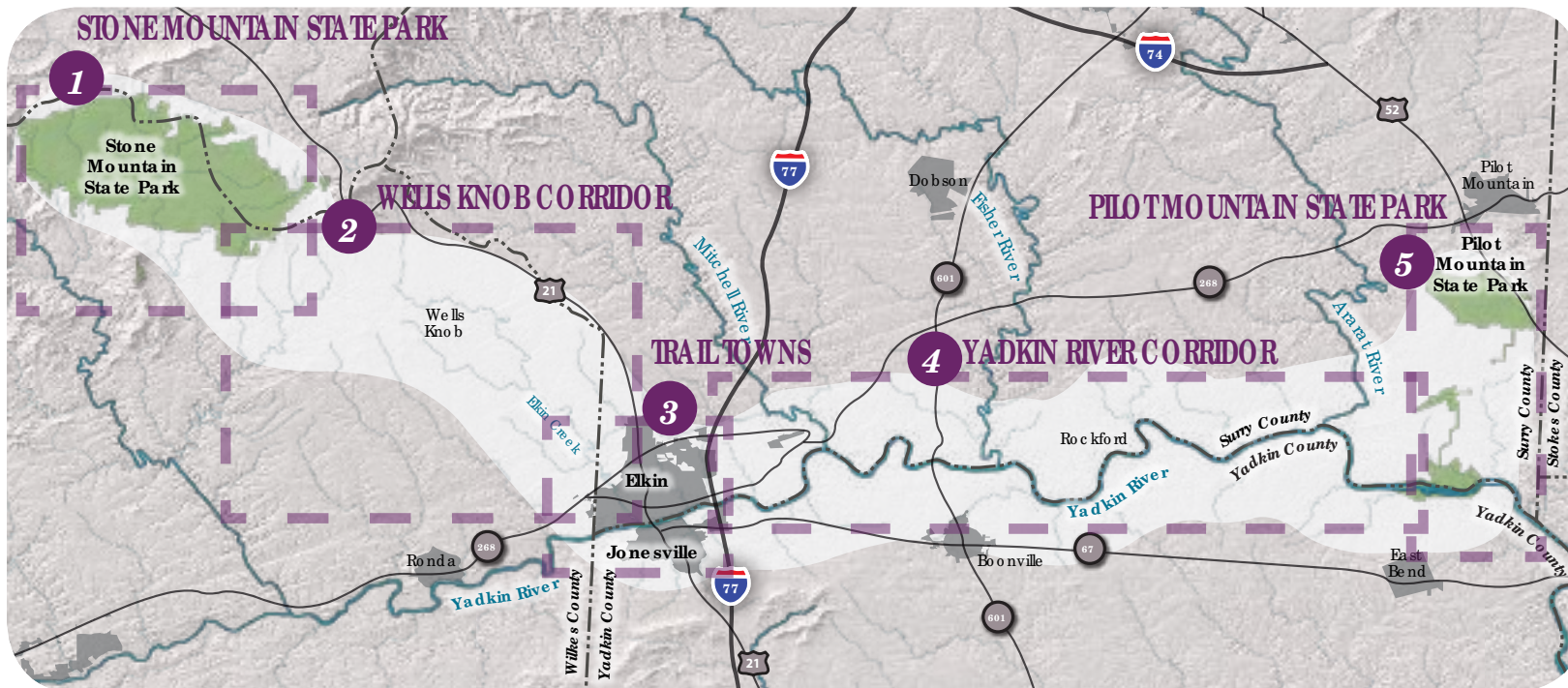


After presenting the results of the research phase, DbD principal, Eric Woolbridge, prepares workshop participants for idea generation.

Ideas, Insights, Barriers and BIG IDEAS

The workshop allowed the public to brainstorm their “Ideas, Insights, and Barriers” for trail development throughout the study area. Five (5) stations were set up around the room according to geographic area. A sixth station was dedicated solely to “Big Ideas.” Attendees were provided with as many comment cards as they wished, which were marked with a number and sticker dot with the same number. This allowed participants to write their comments and

then place a corresponding dot on the map where the comment was applicable. More than 200 comments were collected.



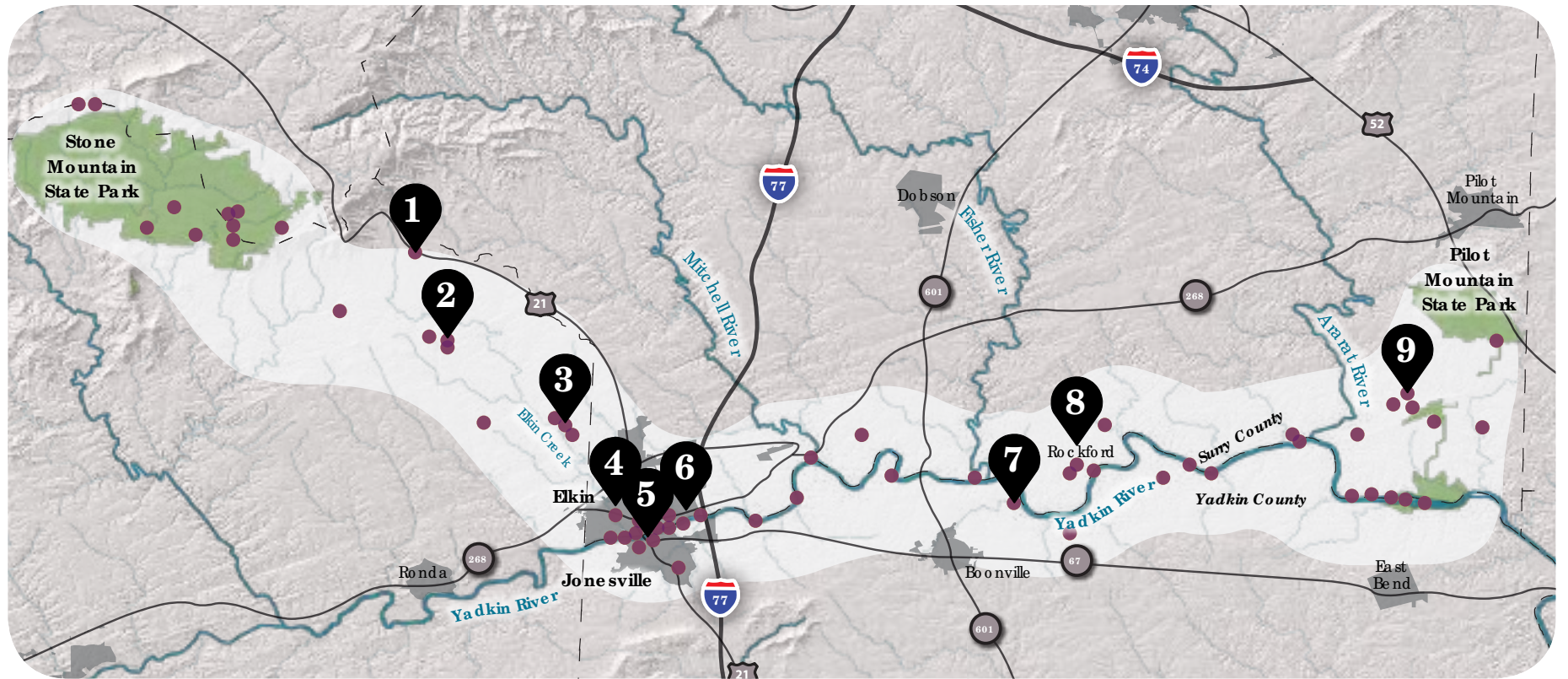
▲
Study Area Sections.



▲
Superintendents from Stone Mountain State Park and Pilot Mountain State Park were on-hand to engage participants with an interest in the ir section of the study area.

IDEAS. INSIGHTS. BARRIERS

Workshop participants generated over 100 “IDEAS” at the public meeting. Ideas were far ranging, with most related to equestrian or historical topics.



1

“Spur trail to Mc Ritchie and Jones Von Drehle Wineries down old farm road between Thurmond and Wells Knob”

4

“Blaze trail (signage) down Main St.”

7

“Tanyard Creek Trail from the river to Boonville, via Coram Falls and Abandoned Town of Dan’s”

2

“Additional trailheads along Wells Knob sector- horse trailer accessible and hitching posts”

5

“Put Pedestrian bridge where old ‘Elkin’ bridge was”

8

“Have the trail go through or near Rockford (the old historic county seat), bringing attention to this long neglected area”

3

“Construct large bridge for multi-use across Grassy Creek (can secure extra funding if bridge supports tractors for access to both sides)”

6

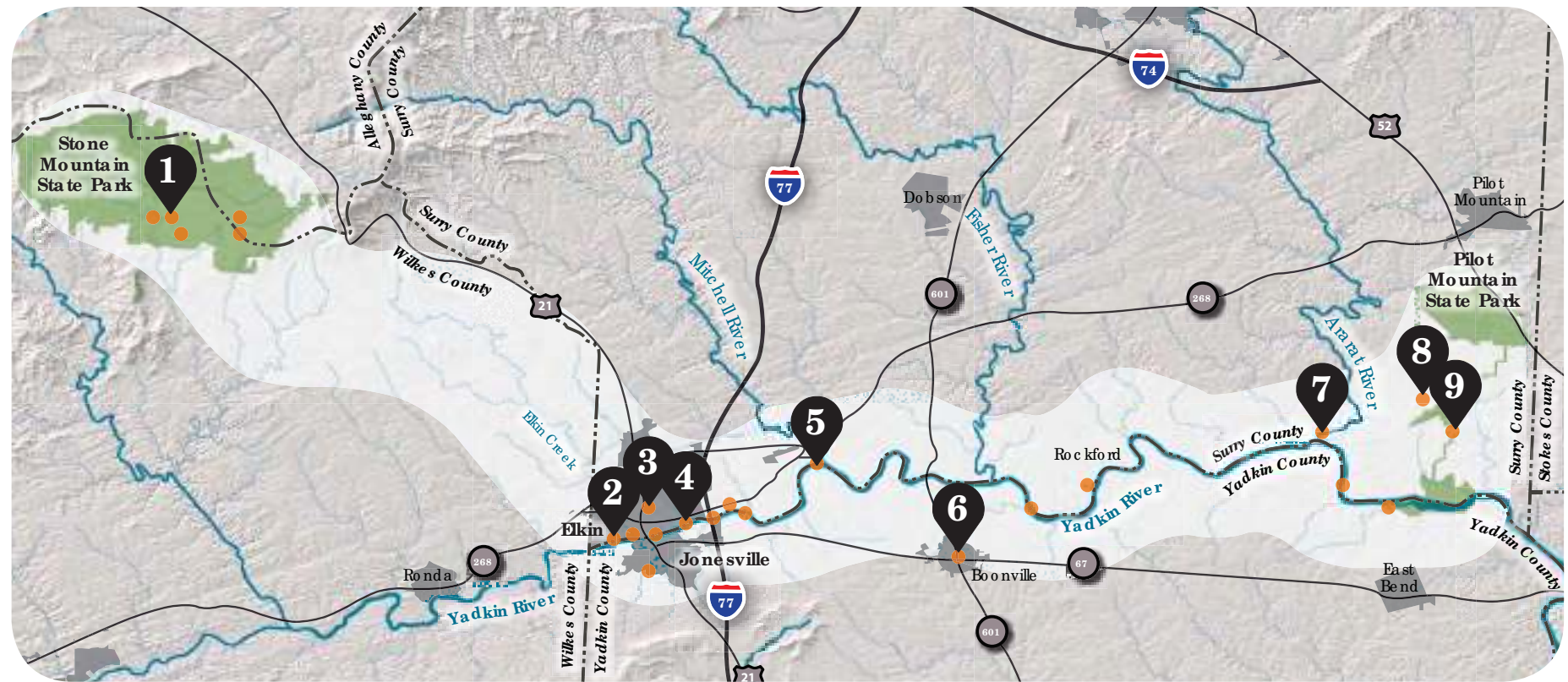
“Put more focus on the paddle trails of the Yadkin River and more focus on the boat ramp/launch at Elkin’s Crater Park”

9

“Connect Mountains-to-Sea Trail via Pilot Mountain State Park Corridor to Shoals Community Recreation Center. Could provide access to disc golf, hiking trails, etc.”

IDEAS. INSIGHTS. BARRIERS.

Workshop participants brought their invaluable “INSIGHTS” into the planning process.



1

“Horse trail at Stone Mountain is very nice, but short”

4

“Need to develop both sides of the river so you can quickly create a long loop for biking, walking, and running...”

7

“MAP+R is working on a plan to connect Ararat River Greenway and the Taylor Greenway. The trail will be 107 miles when done”

2

“Great field at corner of Elkin Creek and Yadkin River; place rope bridge to cross”

5

“Natural fishing area”

8

“Access to small corner store in Shoals at corner of Stony Ridge Road and Shoals Road”

3

“Need hostel/overnight accommodation to anchor as trail town”

6

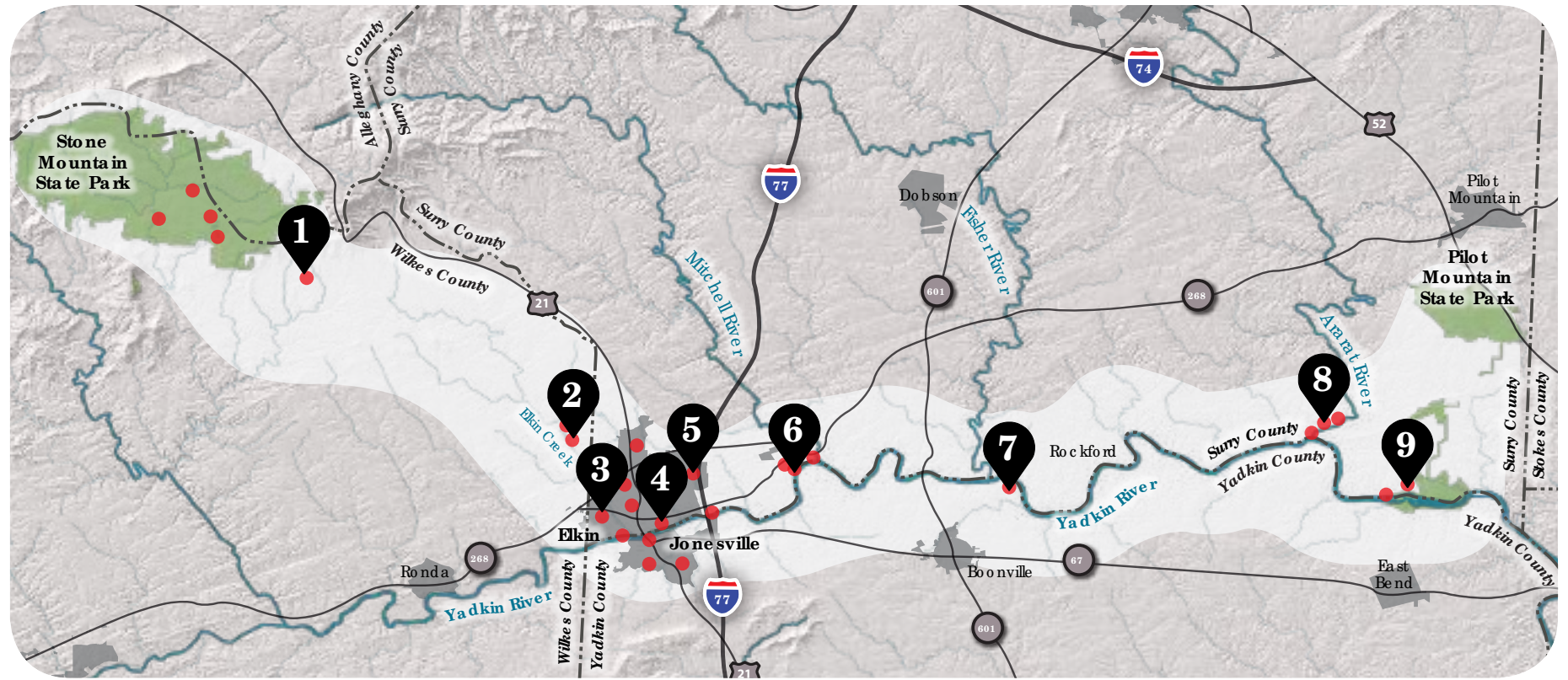
“Boonville is a small, pleasant town with restaurants, flour mill, wineries, Daniel Boone trail, etc.”

9

“There is a historic building on park land about 75 yard from corridor trail”

IDEAS. INSIGHTS. BARRIERS.

In addition to great ideas and local insight, workshop participants shared what “BARRIERS” might impede their trail’s progress.



1

“Traffic barriers from Traphill Road to Elkin”

4

“Need good cooperation with Department of Transportation”

7

“Lack of a good team to promote this idea in Yadkin County”

2

“Main crossing needs large bridge (using Eagle Scout project and local business support to construct)”

5

“Town ordinance against horses”

8

“No existing bridge over Ararat River”

3

“Railroad crossing needs cover to protect trail users from falling debris from trains”

6

“Right-of-way with Southern Rail from Elkin to Mitchell River”

9

“Railroad traffic and lack of pedestrian/equestrian portage access”



▲
DbD Principal, Teresa Bucwalter, recaps all of the BIG IDEAS to the participants at the Stone to Pilot Public Workshop.

BIG IDEAS

1. Cycling on all trails
2. Have small libraries along trails for hiker to borrow books and return at other box
3. Carriage trails
4. Picnic areas and restrooms every 10-12 miles
5. Camp Ravenknob, Boy Scout Camp, Equestrian (Alt MST route for hikers and horses from Stone Mtn. horse parking to NC WRC Hunt Camp just outside Daughton Park. This would tie in 6.5 Fire Rd (open to riding) with rest of horse trails and create 30+ miles of backpack loop for hikers
6. Suspension bridge under I-77
7. Campgrounds: Many separate for horses and people
8. Hostel
9. Single track mountain biking
10. Bike Routes - Yadkin Co.
11. Trailhead parking
12. Connect Boonville









EVT A has successfully constructed trail in this section leading out of Elkin, NC.

4

USER GROUPS, DESIGN STANDARDS, AND TRAIL CHARACTER

- IN THIS CHAPTER:**
1. Overview
 2. User Groups
 2. Trail Types and Standards
 3. Permitting
 4. Trail Character

Overview

Because of its unique geography and mountains that frame a host of tributaries, two urban environments, and the wide and timeless Yadkin River, the Stone Mountain to Pilot Mountain State Park Sub Section study area provides for an array of user groups and experiences.

The purpose of this chapter is to outline the preferred trail construction and design standards for accommodating various user group combinations. As each section throughout the study area is examined in the subsequent chapter, a corresponding design standard will be applied. Also, this chapter provides specific design guidelines for trail support facilities, including information kiosks and wayfinding signage.

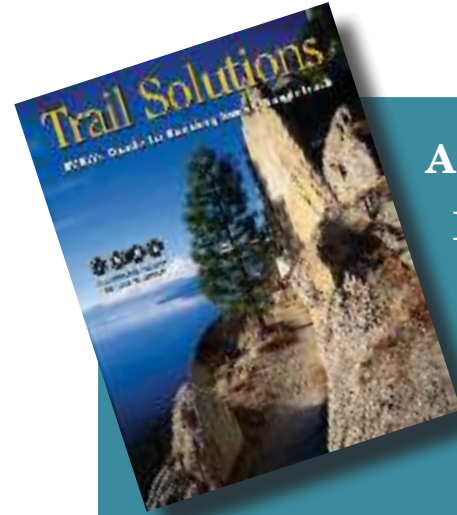
Direct trail connectivity to Elkin and Jonesville provides an opportunity to capture economic impact. Trail design must therefore accommodate as many users as possible for the longest extent possible, making Elkin and Jonesville the hub for trail

users. However, trail development must work in concert with other investments, such as downtown revitalization, land use planning, and infrastructure and community development.

Creating a broad trail user base to glean economic impact is a clear recommendation within the Yadkin Valley Economic Study. Also, this notion is supported within the planning goals* outlined within this plan, including:

- Consider and define what user group(s) this trail might serve, provide for as many users groups as possible, and define the optimal trail corridor width; and
- Create a trail system that maximizes regional economic impact.

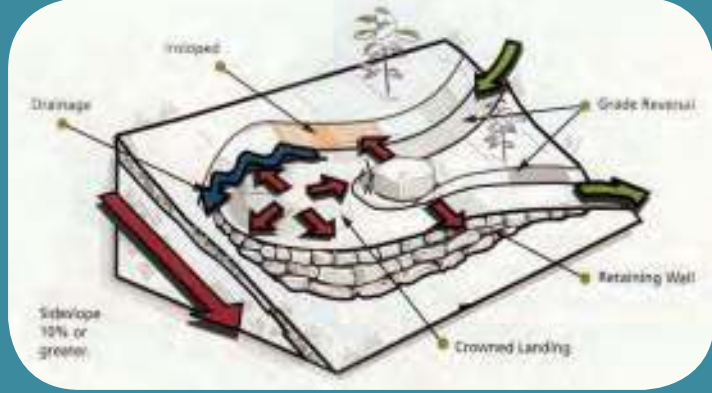
** A list of all planning goals are found on page 3.*



A TRAIL BUILDING RESOURCE

TRAIL SOLUTIONS: IMBA'S GUIDE TO BUILDING SWEET SINGLE TRACK

The International Mountain Biking Association's (IMBA) *Trail Solutions* is a valuable resource for trail building of all types. Topics range from conceptual planning and organization to maintenance, and also include construction standards (see below).



Construction standard for insloped turns.

User Groups

The trail user groups detailed below are classified into overarching categories, which include a list of potential trail user groups. Each of these overarching categories correspond to specific trail types, which are discussed in greater detail on the following pages.

Special attention should be given to any areas at which there is a transition between user groups. The same special attention should be given to areas at which user groups encounter roads, railroads, and rivers by incorporating safety concerns of all users and partner approval of trail conditions.



Pedestrian*

Hikers: Utilize trails for recreational purposes usually for a day or less

Backpackers: Utilize trails for recreational purposes and typically stay for multiple days at a time

Walkers: Utilize both trails and paved surfaces typically for exercise or daily commuting

Runners/joggers: Utilize both trails and paved surfaces for long-distance cardiovascular exercise



Bicyclists

Trail Riders: Off-road bicyclists that utilize natural surfaces and trails

Road Riders: Bicyclists that utilize roadways and other paved surfaces



Equestrians

Horseback riding: Involves recreational horseback riding typically on natural surfaces or multi-use paths



River

Canoeing: Water navigation involving a small, pointed, open-top boat typically occupied by 1 to 3 individuals with oars

Kayaking: Water navigation involving a small and narrow boat operated by typically 1 individual with a double-bladed paddle

Rafting: Navigation through rivers characterized by rapids via a medium-sized inflatable vessel operated by multiple individuals with oars

Tubing: Water navigation involving an inflatable tube occupied by 1 individual without an oar or paddle



Off Highway Vehicles (OHV)

OHV's or Off-Highway Vehicles, are specifically designed for off-road use. Examples of OHVs include all-terrain vehicles (ATVs), off-highway motorcycles, and snowmobiles.

During the public workshop, no favorable comments regarding OHV usage on the trail were provided. In addition, no OHV groups were in attendance at the workshop. Use of trails that are not specifically constructed for OHV use are subject to erosion, rutting and tree damage due to the weight and speed of OHVs. In addition, OHV usage of non-OHV trails presents a clear safety threat to other trail users, such as equestrians and pedestrians.

Expected Traffic Volume

The Yadkin River Heritage Corridor Economic Impact Study, which provides the only empirical research to project the volume of trail users in this region, anticipates 83,000 new visitors to the region upon completion of a trail along the Yadkin Corridor.

Due to the extensive length of the trail within the study area, which will naturally disperse trail users, and the sustainable trail design guidelines provided within this plan, this planned trail system could provide for considerably more volume. For example, consider that Stone Mountain State Park and Pilot Mountain State Park effectively manage and provide for an estimated 181,075 and 227,993 hikers respectively.

The Yadkin River Heritage Corridor Economic Impact Study anticipates 83,000 new visitors to the region upon completion of a trail along the Yadkin Corridor.



Tim Johnson, NCDPR's Western Regional Trails Specialist, tours newly constructed EVTA trails in Elkin, NC.

Trail Types and Standards

This Section describes three (3) types of trails to meet the needs of various user groups: A) Single-use Trail; B) Dual-use Trail; and C) Multi-use Greenway.

(A) Single-use Trail

USER GROUP: Hikers

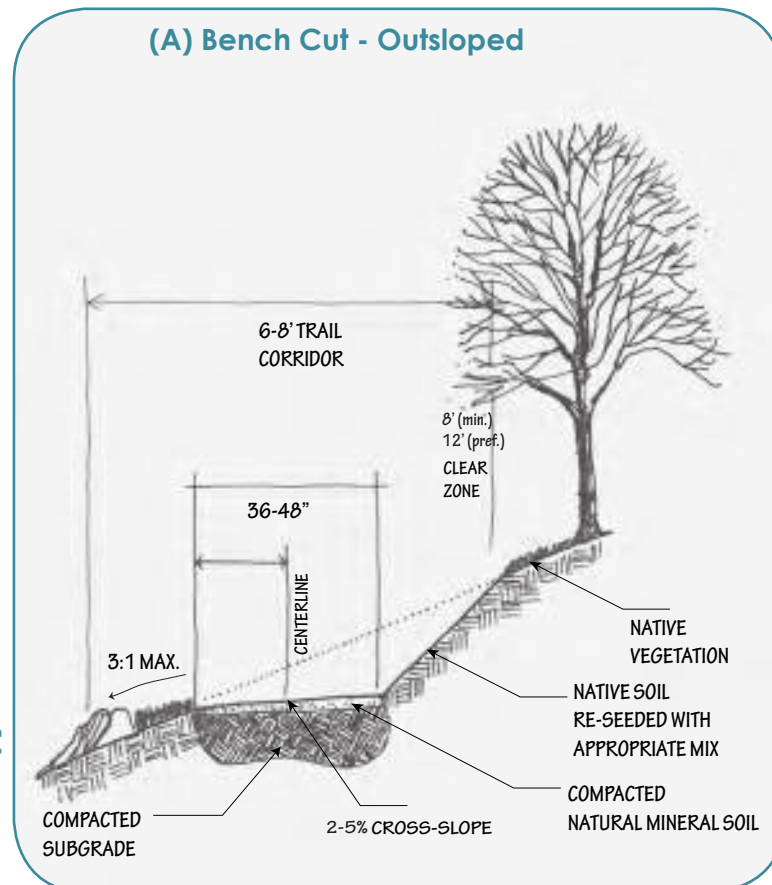
MATERIAL: Natural mineral soil surface

PREFERRED WIDTH: 2' to 4' (Min. 2')

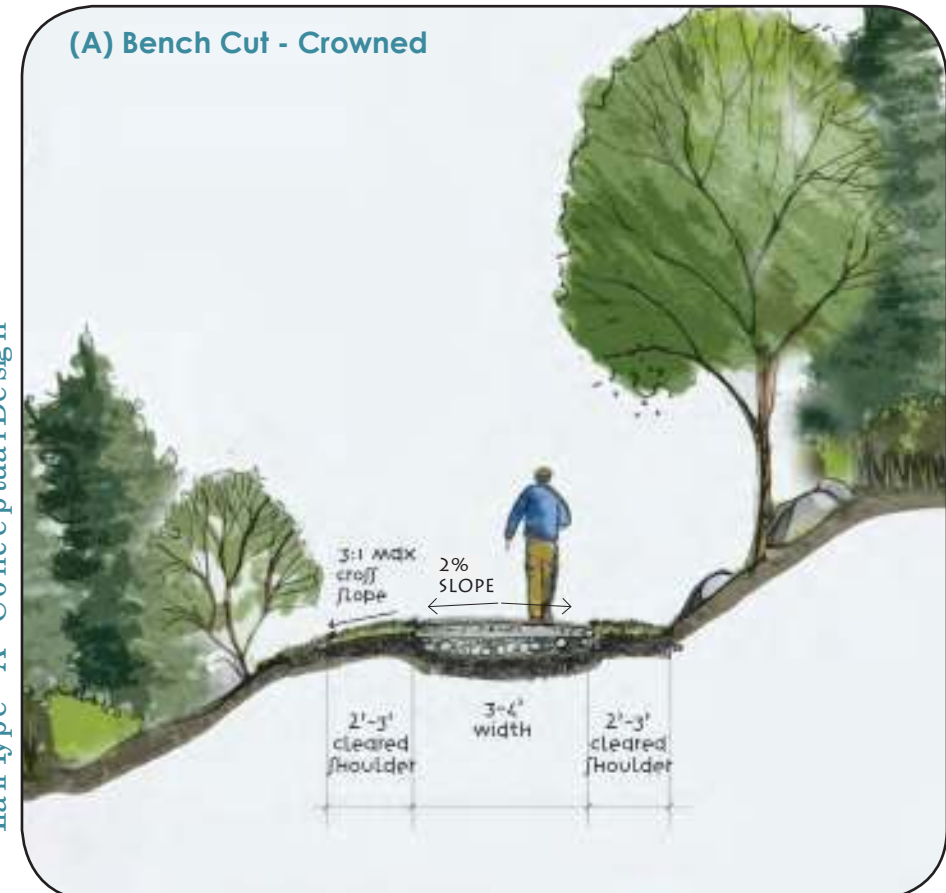
PREFERRED EASEMENT WIDTH: 50' – 100' depending on terrain, landowner willingness and proximity to highways, rivers, railroad bed, etc.

**Reference Trail Solutions: IMBA'S Guide to Building Sweet Single track (p.137) for Bench Cut Trail Construction*

Trail Type "A" Construction Standard



Trail Type "A" Conceptual Design



(B) Dual-use Trail

USER GROUP: Equestrian & hikers

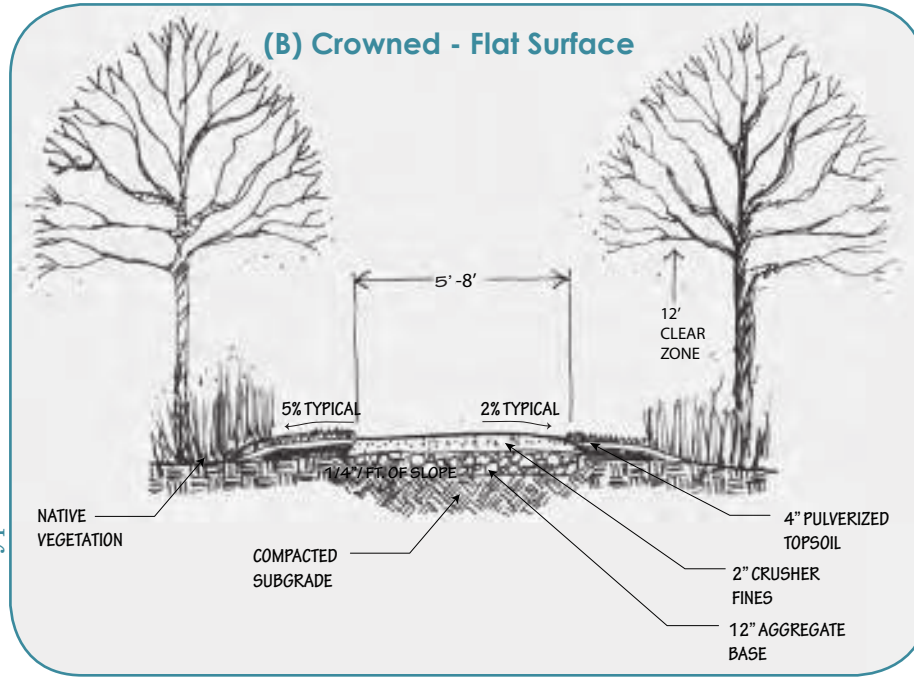
MATERIAL: Natural surface of crushed gravel fines

PREFERRED WIDTH: 8' for two-way equestrian travel (Min. 5')

PREFERRED LONGITUDINAL SLOPE: Varied, but not exceeding 8% in order to minimize soil erosion. Trail to follow topography.

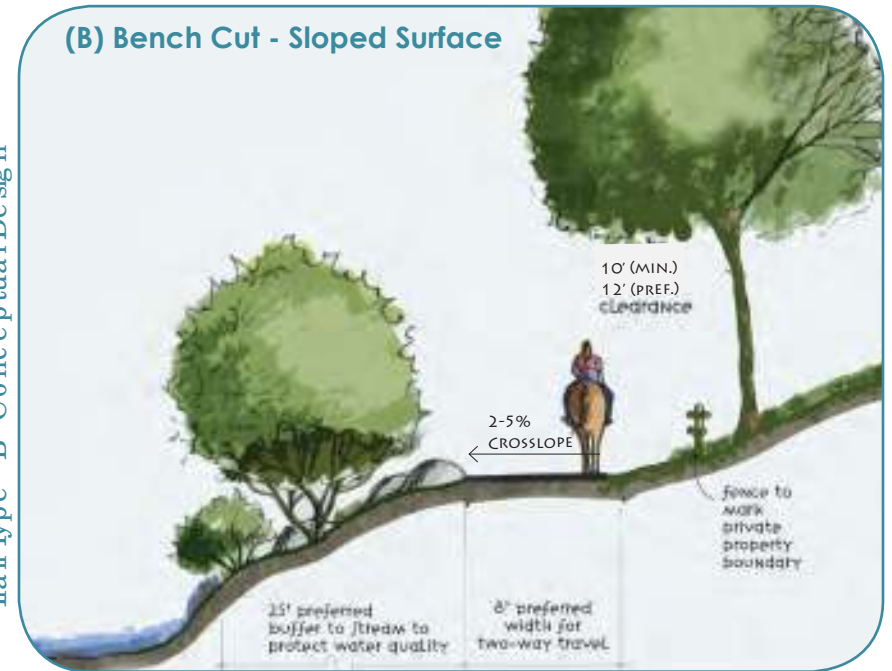
PREFERRED EASEMENT WIDTH: 50' – 100' depending on terrain, landowner willingness and proximity to roads, creeks, etc.

Trail Type "B" Construction Standard



(B) Bench Cut - Sloped Surface

Trail Type "B" Conceptual Design



(C) Multi-use Greenway

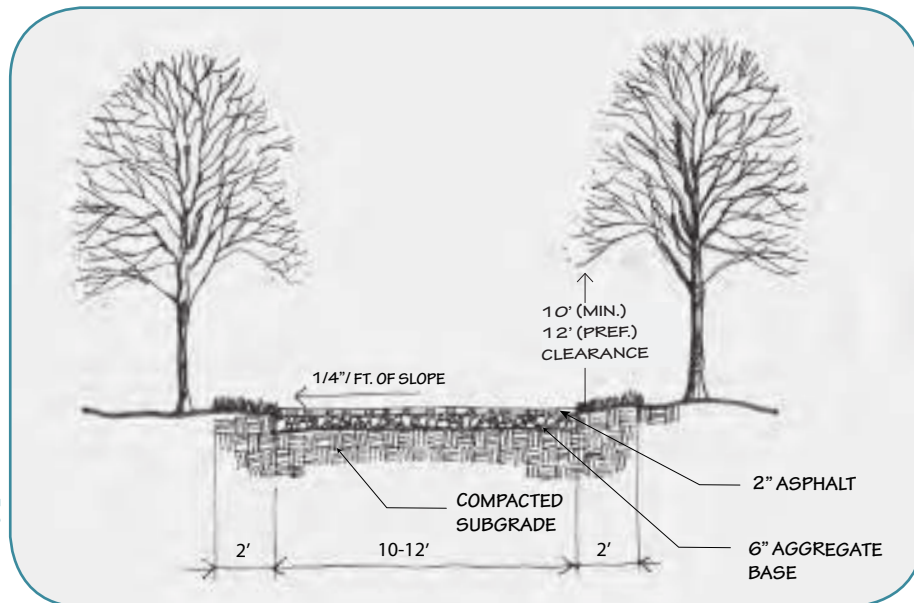
USER GROUP: Hikers, bicyclists, wheelchair users, in-line skaters, strollers

MATERIAL: Bituminous pavement

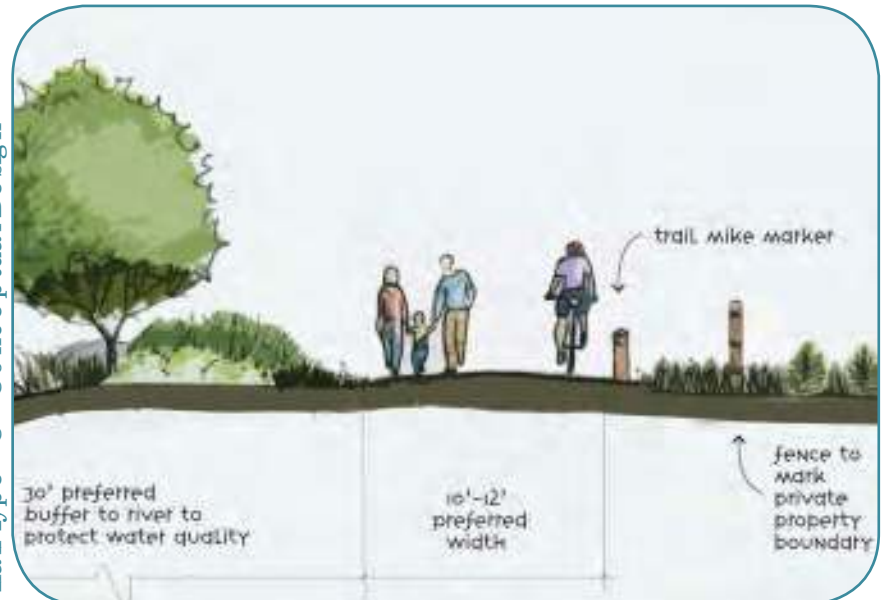
PREFERRED WIDTH: 10' to 12' (Min. 10')

PREFERRED EASEMENT WIDTH: 50' – 100' depending on terrain, landowner willingness and proximity to highways, rivers, railroad bed, etc.

Trail Type "C" Construction Standard



Trail Type "C" Conceptual Design



(D) Multi-use Greenway with Parallel Equestrian Trail

USER GROUP: All user Groups

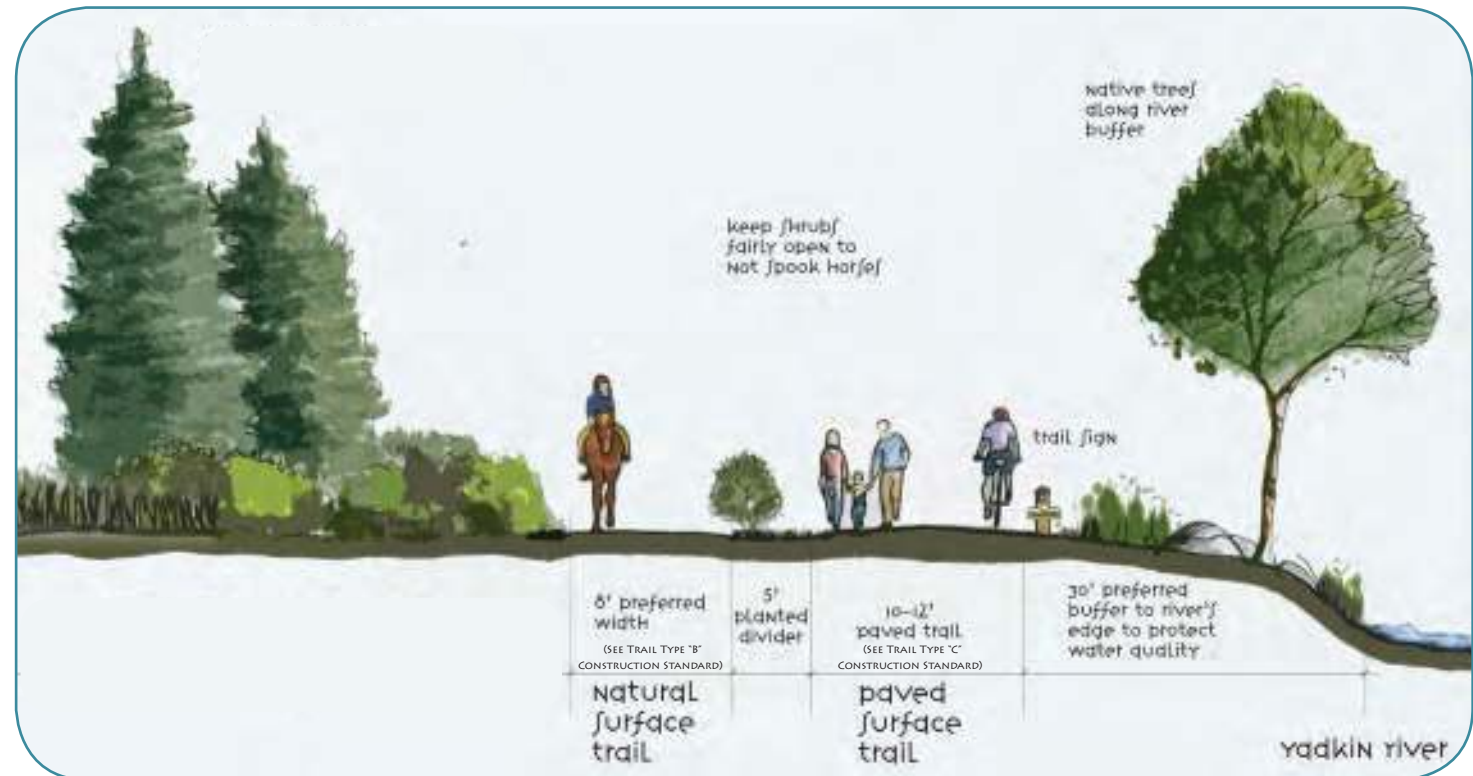
MATERIAL: Parallel tread – one with crusher fines and the other bituminous pavement

PREFERRED WIDTH: 8' for natural surface (crusher fines) trail and 10' to 12' for paved trail

PREFERRED EASEMENT WIDTH: 75' – 100' depending on terrain, landowner willingness and proximity to highways, rivers, railroad bed, etc.

NOTE: The Multi-use Greenway with Parallel Equestrian Trail is a preferred standard. In areas with topographic challenges the parallel trails may need to diverge from one another for a particular distance. In the case of “pinch point” scenarios, the two trails may need to consolidate into one trail for a particular distance.

Trail Type “D” Conceptual Design

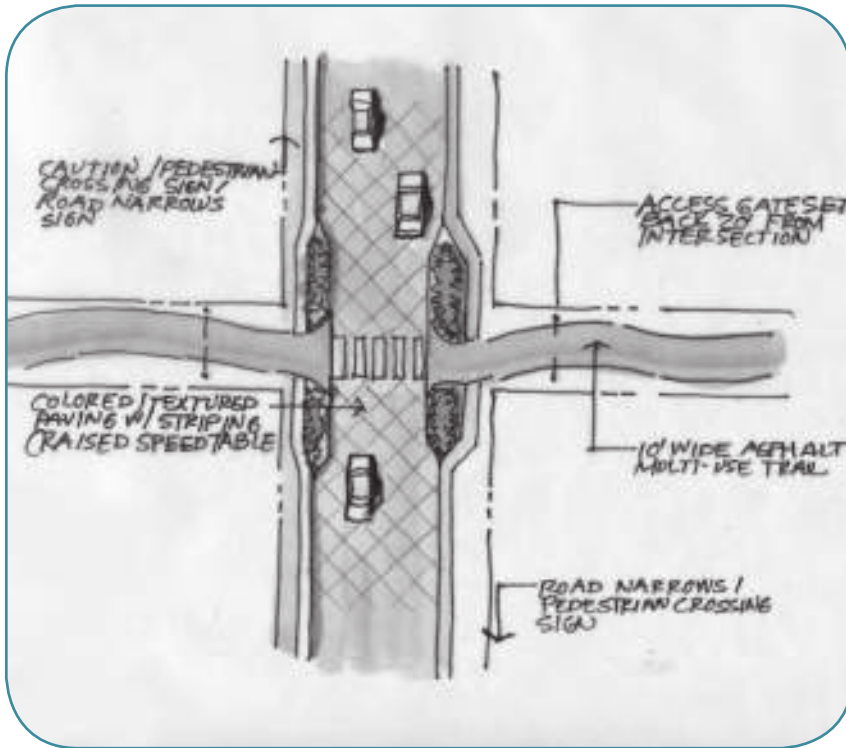


Crossings

Special consideration will need to be provided in areas where the trail intersects and crosses roads and rail lines.

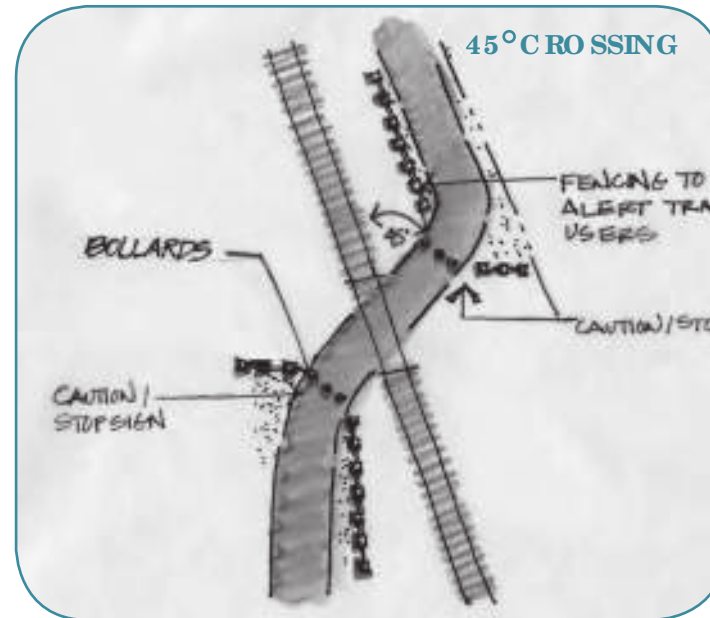
Road Crossings

Signage will notify both trail users and vehicles of a pending crossing. An access gate or bollards should be located approximately 20' from the road intersection, preventing vehicular traffic, but also providing access for maintenance and emergency service vehicles. In urban areas additional design elements can be incorporated, such as a raised speed table, textured paving, and the narrowing of the street to encourage traffic calming.

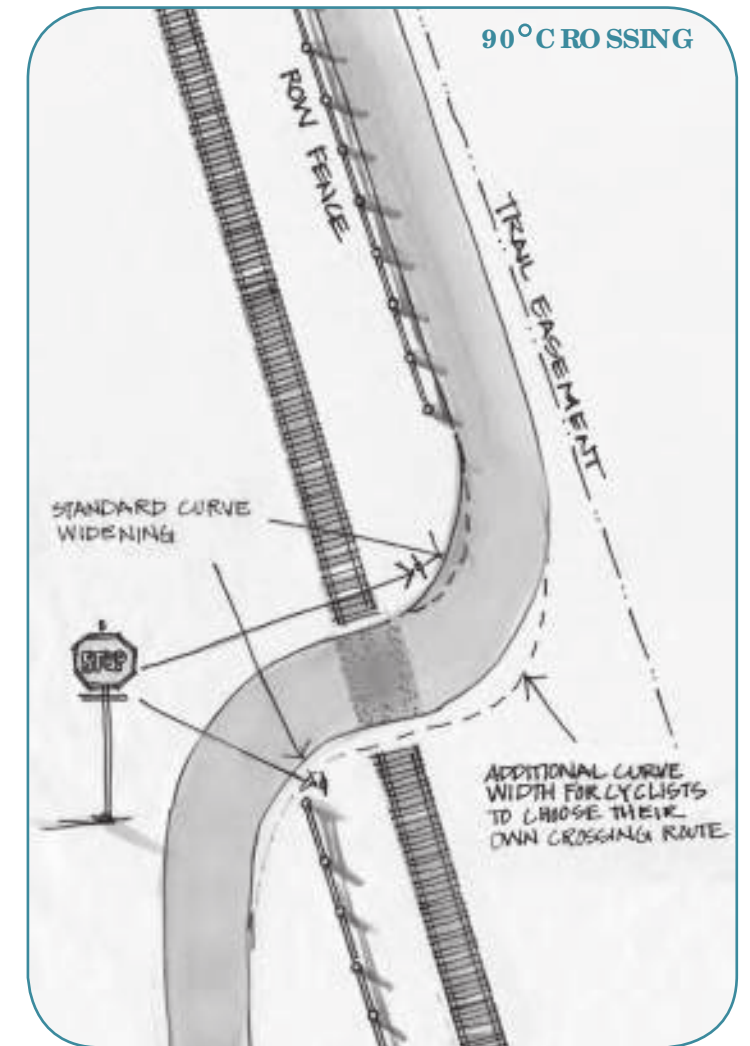


Railroad Crossings

Signage will notify trail users of the pending railroad crossing. An access gate or bollards should be located approximately 20' from the railroad intersection, preventing vehicular traffic, but also providing access for maintenance and emergency service vehicles. Fencing should be placed along the trail as it progresses towards the intersection, creating a gateway and signaling to trail users the unique environment ahead.



Signification is required for 45° crossings.



Source: https://www.fhwa.dot.gov/environment/recreational_trails/publications/rwt/page22.cfm

Equestrian Trails Require Special Design Considerations

Building trails to accommodate equestrian riders requires knowledge of the needs and behaviors of horses and other trail animals (referred to as “stock”). Planning for manure management at trailheads or providing access to water, for instance, are important considerations. In terms of behavioral matters, horses and mules are most comfortable in the track that other stock have trod. They favor the outer edge of a tread, especially if this ground is less densely packed.

In addition, stock tend to stay a comfortable distance away from other trail users and from walls or fences they cannot see through or over.

To accommodate this behavior, trails are recommended to be wider (5-8') and routed away from disturbing activity. In addition to the tread width, a “shy distance” – added clear width on the edge of the trail—is important to design for. Any fence or shrub barrier should be open or lower than 54" for stock to see over or through.

Material of the trail is an important consideration for long term use and comfort. Crushed rock (preferably less than 1/2" in size) with fines, or crusher fines is a slip resistant, durable and dust free material which also

provides good horse comfort and lower maintenance than wood chips.

Lastly, considering a horse with a rider can weigh up to 1400lbs, the impact to trails can be significant. If not designed to accommodate water flow, horse trails can develop significant erosion. With this in mind, the longitudinal slope of a trail accommodating horse riders would preferably be no more than 8% (10% maximum). The slope of the trail should be less than 1/2 of the grade of the side slope. This may require a longer trail to traverse hilly terrain.



Source: http://www.fhwa.dot.gov/environment/recreational_trails/publications/fs_publications/07232816/fo.cfm

Permitting

Roadway Right-of-Way

Any construction of the trail in the Right-of-Way of Department of Transportation will require an encroachment permit. This is obtained from the division engineering office. The study area is served by Division 11. Furthermore, all design standards will require approval from NCDOT. It is important to note that the U.S. Federal Highway Administration (FHWA) has indicated a change in policy to ward more flexible design standards for bicycle and pedestrian infrastructure. (See FHWA memo in Appendix).

Streams and Wetlands

Streams are regulated under the Clean Water Act (CWA) by both federal and state government agencies. The US Army Corps of Engineers (USACE) regulates the dredging and filling of Waters of the US (including stream and wetlands) under section 404 of the CWA. The NC Department of Environment and Natural Resources (DENR) Division of Water Resources (DWR) regulates discharges of pollutants to Waters of the State under section 401 of the CWA.

Any impact to streams or wetlands throughout the corridor will require both section 404 and 401 permits. One application form is used for both permits and submitted to both agencies. Total stream impacts up to 300 linear feet can be permitted using Nationwide Permits (NWP) and associated Water



Permitting Continued

Streams and Wetlands Continued

Quality Certifications. Impacts to stream exceeding 300 linear feet would require an Individual Permit (IP). NWP's can typically be obtained within 45 to 90 days following submission of an application. IP applications are much more elaborate and can take up to 1 year for approval.

If impacts to stream exceed 150 linear feet, the USACE will require compensatory mitigation, usually at a 2:1 ratio. However, some streams within the corridor are considered High Quality Waters which would require mitigation at a 3:1 ratio.

If impacts to wetland exceed .1 acres, the USACE will typically require compensatory mitigation at a 2:1 ratio (3:1 with high quality wetlands).

• Buffers

• A buffer is the land area surrounding a stream. If any section of trail impacts the buffer of a stream that is classified as a "Trout Stream" additional compliance is required. A 25'-wide buffer must remain undisturbed by development (including paved trails) on both sides of a classified trout stream. For encroachment into trout buffers that cannot be avoided and that exceed 10% of the total buffer length on the site or 100 feet of buffer in any 1000 feet of buffer (whichever is less) will require a Trout Buffer Waiver from the NC DENR Land Quality Section.

• Floodplains

• Any trail section that is established in the regulatory floodway will require a floodway study, or Flood Study to demonstrate that the proposed work will not result in any increase or decrease (beyond acceptable limits) in elevation or extent of the mapped 100 year flood. This "No Impact" certification is regulated through FEMA but sought through the local county government. Generally, any filling of soil in the floodway will trigger this requirement. As a result, some sections may require raised boardwalk instead of filling.

Trail Character

Yadkin Valley Heritage Corridor Partnership Signage and Wayfinding Plan

In 2012, the Yadkin Valley Heritage Corridor Partnership produced a detailed wayfinding and signage plan to help visually unify the region.

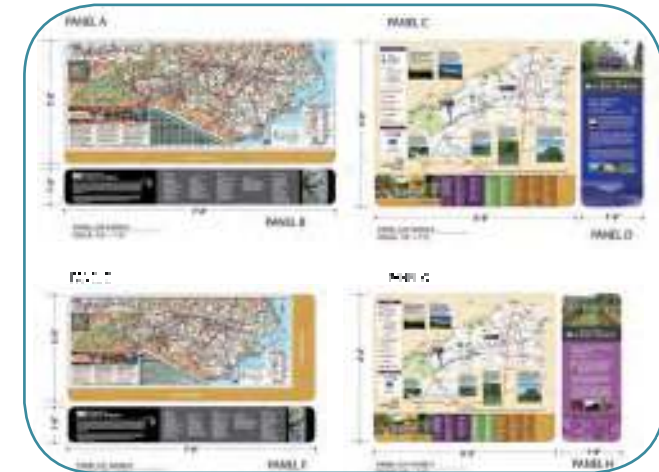
Through a recent grant awarded by the Federal Highway Administration, Surry and Wilkes Counties will soon implement elements of the signage and wayfinding program.

This wayfinding plan provides a template for signage across the region including signage associated with this section of the MST. All MST-related construction documents within this region should incorporate signage specifications in accordance with this regionally adopted wayfinding plan.

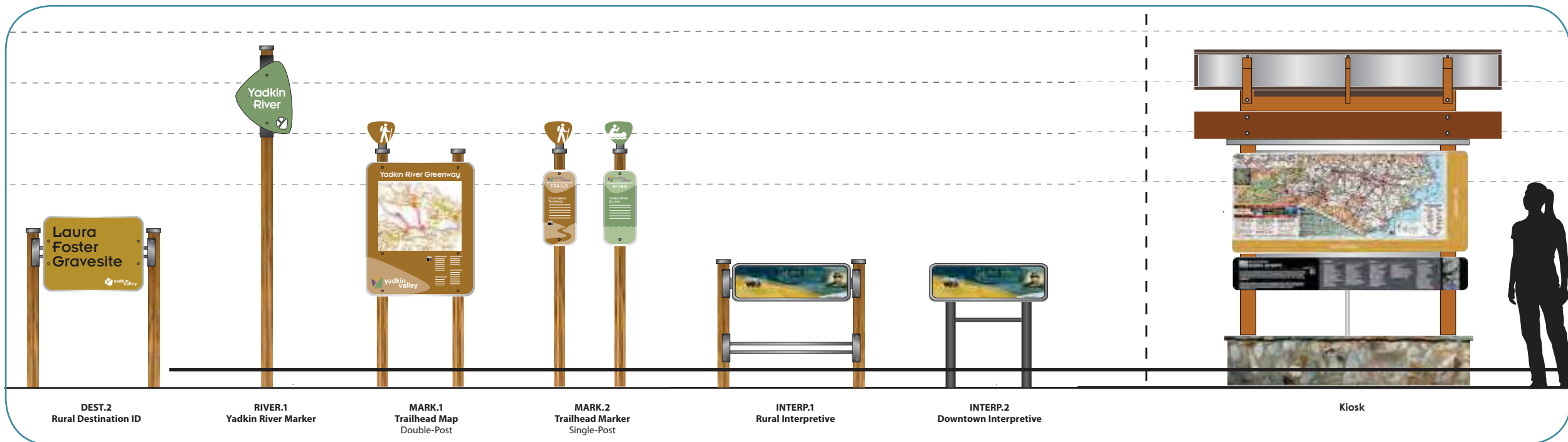
Icons



Panels



Wayfinding







Db D princ ipal, Te re sa Buc kwa lte r, me e ts with re g io na l tra il sta ke ho lde rs.

5

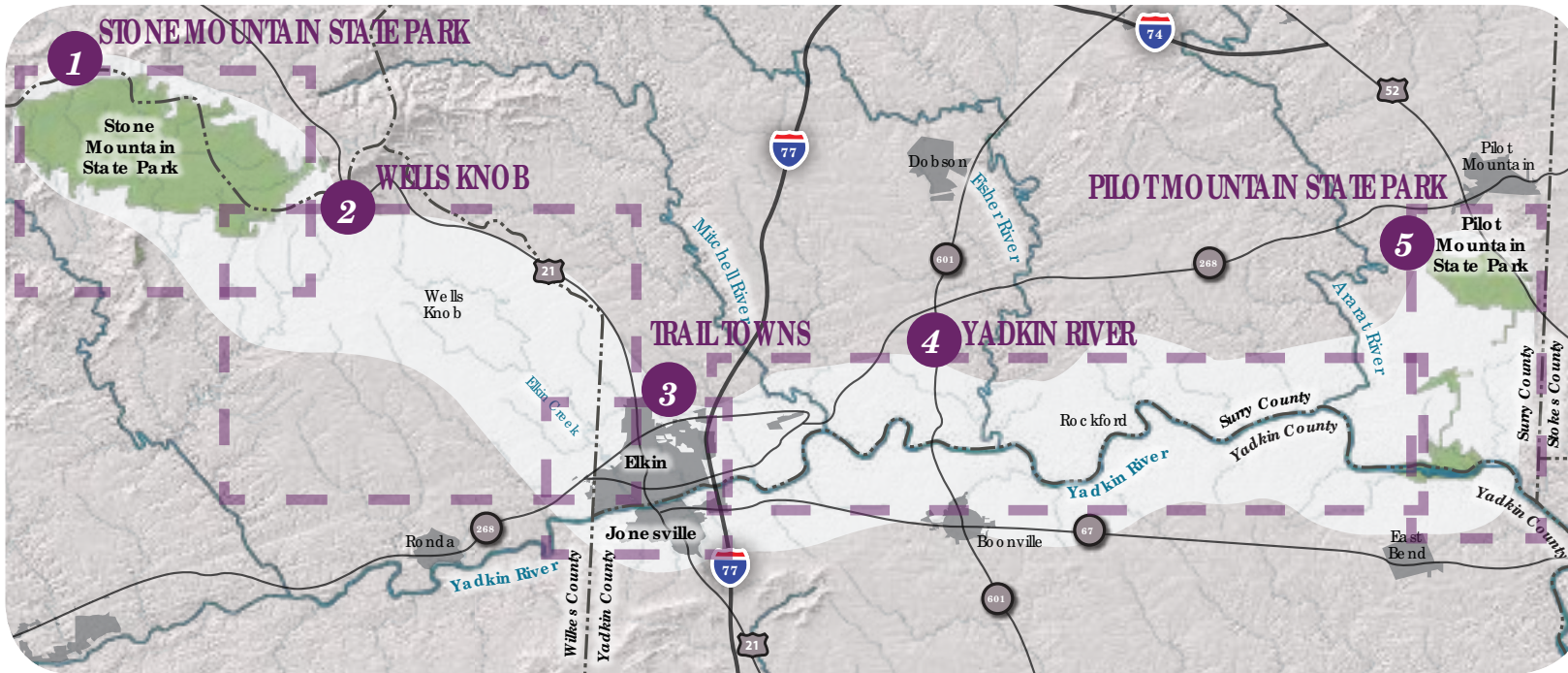
TRAIL SECTION ANALYSIS AND OBJECTIVES

IN THIS CHAPTER:

1. Methodology
2. Trail Section Analysis and Objectives
3. Trail Feasibility Summary

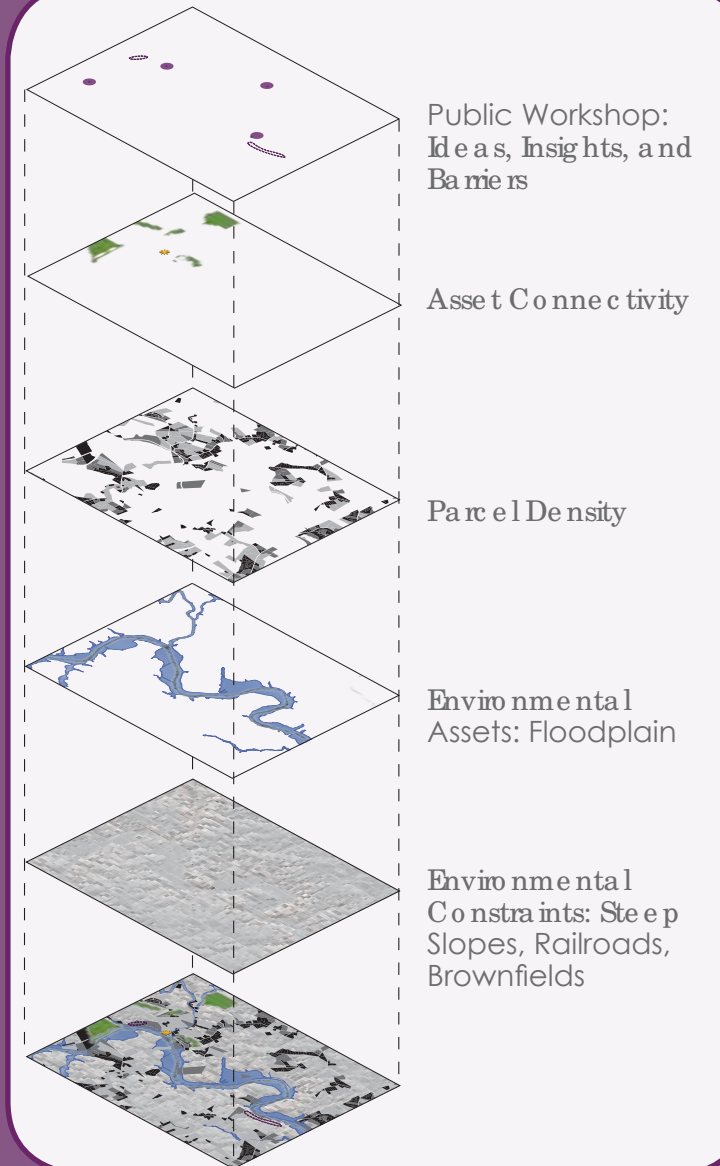
Overview

- This chapter serves as the heart of the MST- Sub Section Plan - Stone Mountain to Pilot Mountain State Park Master Plan, providing specific objectives for trail alignment and development throughout the study area. The chapter begins with an overview of the methodology for determining the trail route and feasibility for construction. Subsequently, the chapter is organized into five (5) parts, each representing a geographic Section of the master plan study area, including: 1) Stone Mountain State Park; 2) Wells Knob; 3) Trail Towns; 4) Yadkin River; and 5) Pilot Mountain State Park.



For planning purposes, the study area was divided into five major planning sections.

Five (5) site suitability factors were considered to determine the planned trail route



Public Workshop:
Ideas, Insights, and
Barriers

Asset Connectivity

Parcel Density

Environmental
Assets: Floodplain

Environmental
Constraints: Steep
Slopes, Railroads,
Brownfields

Methodology

The trail route was determined based on five major site suitability factors: public workshop comments; asset connectivity; relative parcel density; environmental assets; and environmental constraints. These factors, including segment manager capacity, are critical measures for evaluating the likelihood and feasibility for trail implementation. For each planning study section, these “feasibility factors” are evaluated to determine overall likelihood of success and are highlighted in the “Quick Facts” that begin each section description. The “feasibility factors” are explained in more detail below.

■ **High Asset Connectivity.** This factor measures the extent to which a potential trail route connects to any existing park, existing river access point, existing trail, existing or potential trailhead, or other natural/cultural assets. To receive this designation, the trail section must contain two (2) or more assets for connectivity.

■ **Relative Parcel Density.** This ratio evaluates the number of parcels that the trail will need to cross in a particular planning section relative to the number of parcels that will need to be crossed in the entire study area. Since trail routes impacting fewer property owners are more feasible, this ratio serves as an important tool for determining the likelihood of success. A ratio or number less than 1 means that there are **more** landowners in a particular section relative to the trail as a whole. A ratio or number greater than 1 means there are **fewer** landowners in a particular section relative to the trail as a whole, which results in a “high relative parcel density” designation for those planning sections.

Example:

If thirty-four (34) parcels provide for (5) five miles of trail in a sub-section, the ratio is 0.14 (5/34). This ratio is then divided by the ratio of the overall trail (0.18), resulting in a relative parcel density of 0.78 (0.14/0.18). Because the relative parcel density of 0.78 is less than one (1), this means that there are more landowners in this particular section relative to the trail as a whole.

■ **Favorable Environment.** This factor considers the presence of floodplain areas or absence of steep slopes, railroad, or brownfield along a proposed trail route. The proposed trail type was considered when evaluating this factor.

■ **Segment Manager Commitment.** This factor considers whether or not an identified segment manager has taken responsibility for a section of trail.

Quick Facts Example Template

Each planning sector begins with “quick facts” to highlight the major characteristics of the preferred trail route.

Quick Facts:

USER GROUP TARGET



TRAIL TYPE: XX

SEGMENT MANAGER(S)/ DCG(S)*: XX

TOTAL LENGTH: XX miles

RELATIVE PARCEL DENSITY: XX

FEASIBILITY FACTORS:

- HIGH ASSET CONNECTIVITY
- HIGH RELATIVE PARCEL DENSITY
- FAVORABLE ENVIRONMENT
- SEGMENT MANAGER COMMITMENT

FEASIBILITY FACTORS LEGEND:

- STRONG
- ▣ NEUTRAL
- WEAK

*DCG - Delegated Community Group - Where a Segment Manager delegates responsibility to a community group through a Memorandum of Understanding (MOU). An example MOU is located in the appendix. DCG's referred to in Quick Facts should be considered proposed, with the exception of a Wilkes County - EVTA MOU.

Preliminary analysis maps, such as the The Yadkin River Section Analysis Map, served as a tool for collecting public workshop comments. These maps highlighted assets, parcel density, and environmental assets and constraints.



To determine the preferred trail route, the analysis maps along with public comments were analyzed in the field.



Organization:

Each planning section description begins with the “Quick Facts”, includes a detailed map with a written analysis. Targeted trail users are identified for each sector, which, as noted in the previous chapter, has significant implications for trail easement acquisition and trail construction. Other discussion points include key opportunities for connectivity, barriers, and general feasibility.

Definition of Terms:

Planning Section. A *planning section* is a distinct planning area within the larger plan. The Stone to Pilot Trail Master Plan has five (5) *planning sections*.

Planning Sub-section. Because of the large area covered within the Wells Knob and Yadkin River *planning sections*, these sections were further reduced to *planning sub-sections*.

THE PROJECT STUDY AREA STARTS AT
DEVILS GARDEN OVERLOOK.



Section 1: Stone Mountain State Park

Quick Facts:

 (Devils Garden to Stone Mtn. Rd.)




USER GROUP TARGET   (Stone Mtn. Rd. to Traphill Rd.)

TRAIL TYPES: A & B (Transition @ Stone Mtn. Rd.)

SEGMENT MANAGERS/ DCG*: NCDPR; Wilkes Co.; EVTA

TOTAL LENGTH: 10.7 Miles

FEASIBILITY FACTORS:

-  HIGH ASSET CONNECTIVITY
-  FAVORABLE ENVIRONMENT
-  SEGMENT MANAGER COMMITMENT

Section Study Area



*DCG - Delegated Community Group

General Description

The Stone Mountain State Park Planning Section begins in the jurisdiction of the National Park Service's Blue Ridge Parkway. Devils Garden Overlook, located at milepost 235.7 on the Blue Ridge Parkway, serves as the gateway of the MST to Stone Mountain State Park, which is managed by the North Carolina Division of Parks and Recreation. This gateway provides an opportunity to create a distinctive western entrance and exit for the Stone Mountain to Pilot Mountain State part section of the MST.



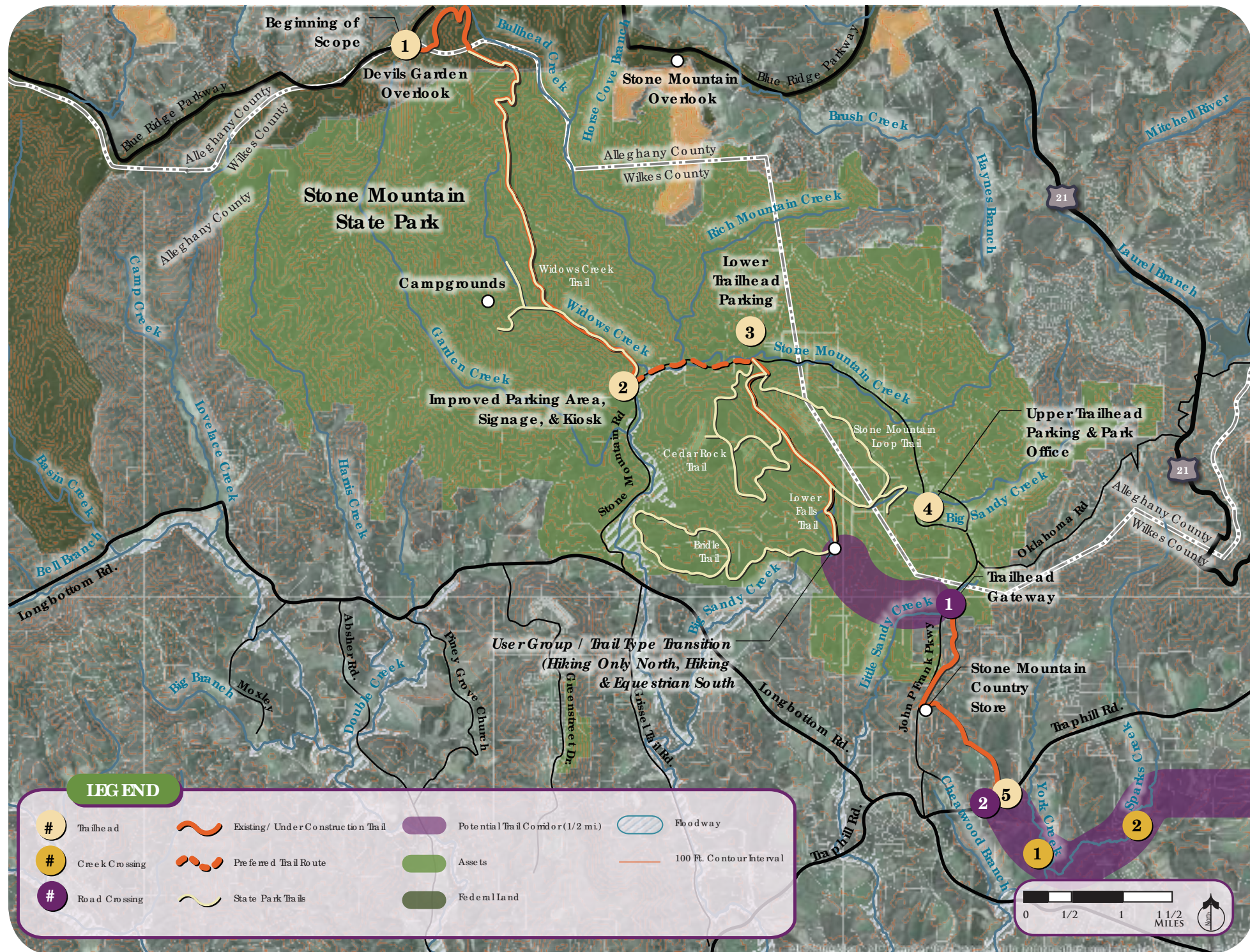
The MST entrance at Devils Garden Overlook provides an opportunity to create a distinctive gateway to the Stone to Pilot trail section.



Stone Mountain State Park Superintendent Janet Pearson points to Stone Mountain from Devils Garden Overlook.

The MST extends south through the heart of the state park, passing a primitive campground before accessing the Stone Mountain Road parking area. This section of trail is approximately 6.5 miles in length. From here, trail users must currently walk east along the Stone Mountain Road for 1.1 miles before reaching the Lower Trailhead Parking area, which provides access to a host of State Park trails.

The recommended MST route utilizes the western portion of the Stone Mountain Loop and the Lower Falls Trail. From here, a new section of trail will need to be created linking the Lower Falls Trail (along with the existing Bridle Trail to the west) to John P. Frank Parkway. At the intersection of Lower Falls Trail and the Bridle Trail, the trail type transitions from hiking-only to hiking and equestrian.





▲
A formal trailhead will need to be created at the new trail intersection at John P. Frank Parkway. This information kiosk will welcome new park visitors and inform those exiting that they are no longer within the State Park.

▶
The Stone Mountain Loop trail is accessed from the Lower Trailhead Parking Area.





▲ Signage and parking should be improved at the Stone Mountain Road trailhead.

Stone Mountain State Park Objectives:

1. Provide for hiking-only use from the Blue Ridge Parkway to the intersection of the Lower Falls Trail, Bridle Trail, and proposed southern trail corridor.
2. Engage in a conversation with the National Park Service about improving signage related to the MST at Devil Garden Overlook.
3. Improve the parking area at Stone Mountain Road.
4. Conduct a detailed trail analysis to identify potential trail routes for removing hikers from Stone Mountain Road.
5. Construct a hiking and equestrian trail connecting the Bridle Trail to John P. Frank Parkway.
6. Construct a trailhead gateway at John P. Frank Parkway notifying users that they are entering/exiting Stone Mountain State Park.

Section 2: Wells Knob

Quick Facts:



USER GROUP TARGET

TRAIL TYPES: B & C (Transition @ Carter Falls)

SEGMENT MANAGERS/ DCG*: Wilkes Co.; Surry Co.; Elkin; EVTA

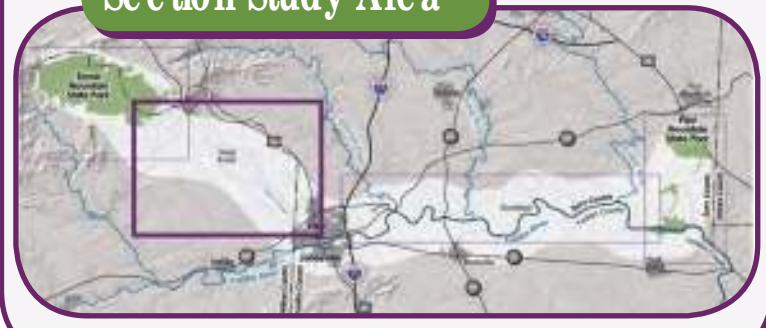
TOTAL LENGTH: 16.8 Miles

RELATIVE PARCEL DENSITY: 0.71

FEASIBILITY FACTORS:

- HIGH ASSET CONNECTIVITY
- HIGH RELATIVE PARCEL DENSITY
- FAVORABLE ENVIRONMENT
- SEGMENT MANAGER COMMITMENT

Section Study Area

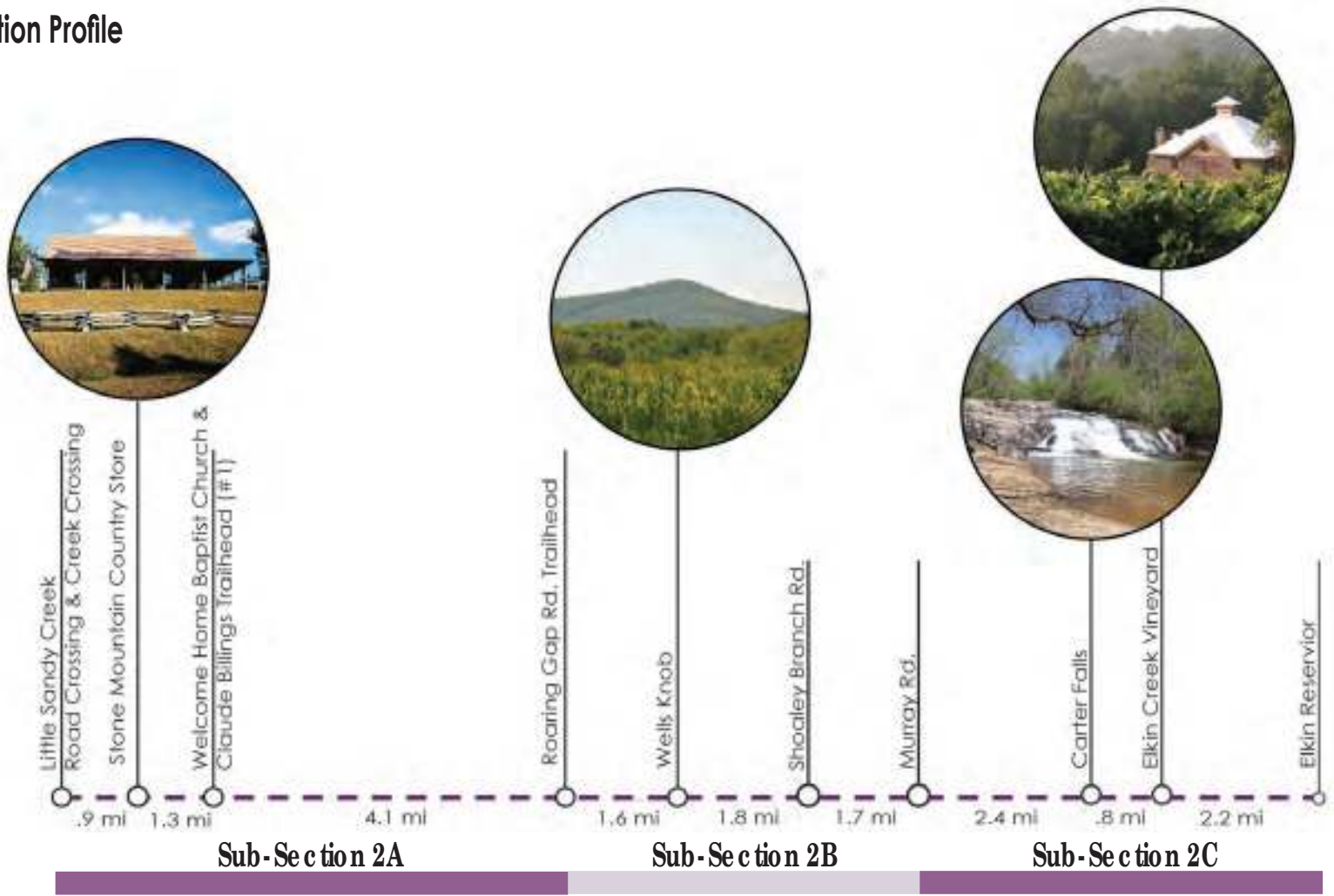


*DCG- Delegated Community Group

General Description

The Wells Knob Sector extends approximately 16.8 miles from John P. Frank Parkway to the Elkin Reservoir. This section is named after Wells Knob, a notable peak and natural resource asset situated near the geographic center of the planning section.

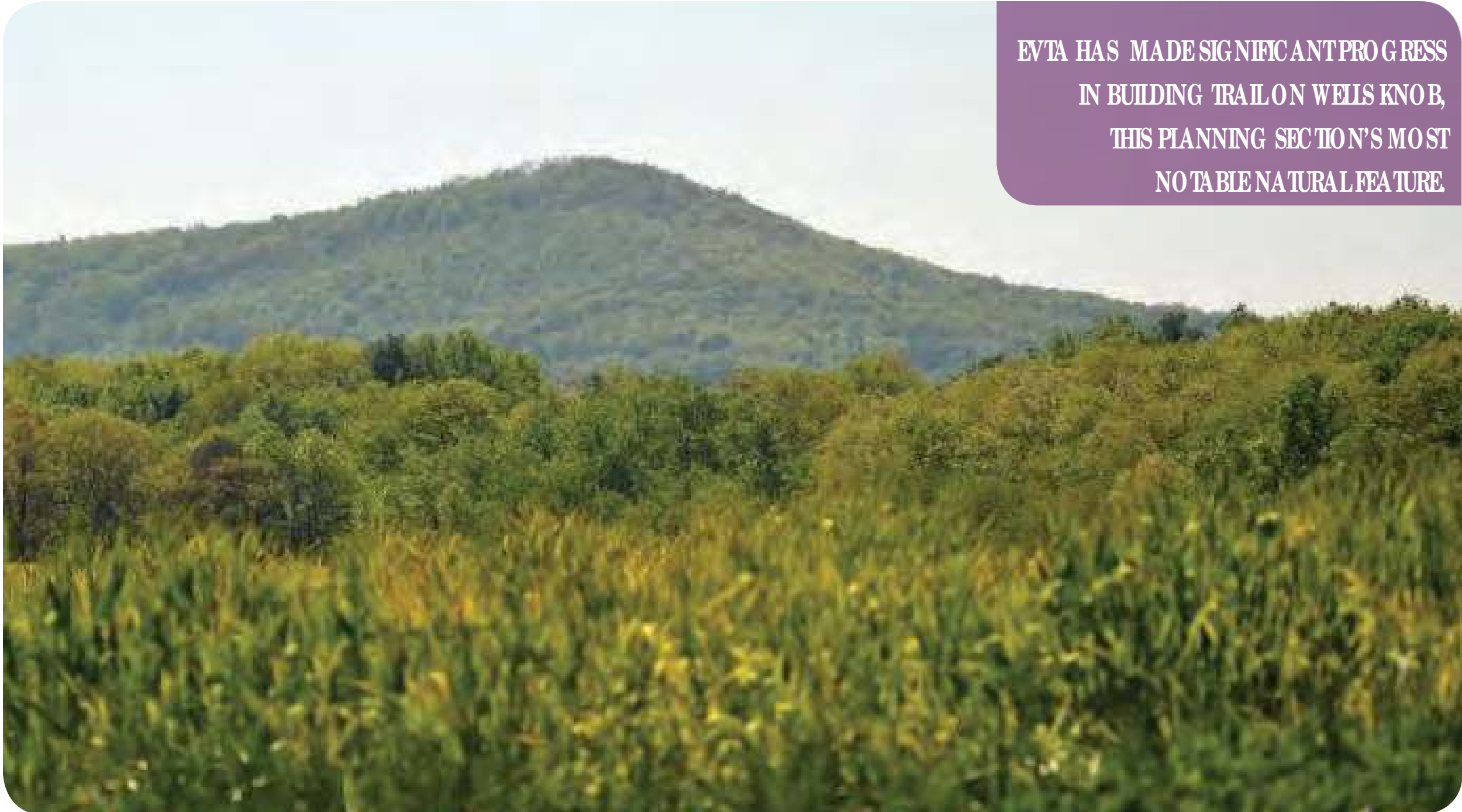
Section Profile



Organization

Because of its extensive length, this corridor is organized into three (3) planning sub-sections, including:

- Sub-Section 2a:** John P. Frank Parkway to Roaring Gap Road
- Sub-Section 2b:** Roaring Gap Road to Murray Road
- Sub-Section 2c:** Murray Road to Elkin Reservoir



EVTA HAS MADE SIGNIFICANT PROGRESS
IN BUILDING TRAIL ON WELLS KNOB,
THIS PLANNING SECTION'S MOST
NOTABLE NATURAL FEATURE.

Sub-Section 2A: John P Frank Parkway to Roaring Gap

Quick Facts:

USER GROUP TARGET: 

TRAIL TYPE: B

SEGMENT MANAGERS/ DCG*: Wilkes Co.; EVTA

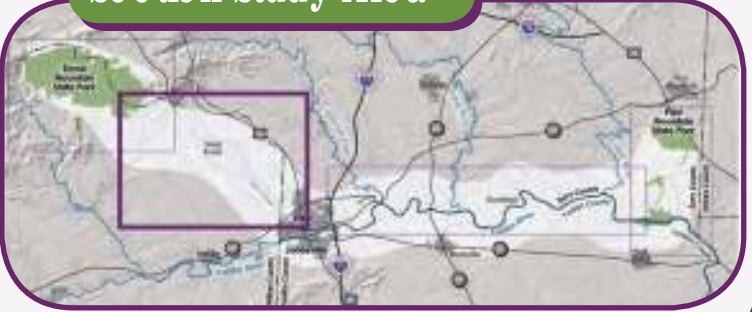
TOTAL LENGTH: 6.3 Miles

RELATIVE PARCEL DENSITY: 0.69

FEASIBILITY FACTORS:

- HIGH ASSET CONNECTIVITY
- HIGH RELATIVE PARCEL DENSITY
- FAVORABLE ENVIRONMENT
- SEGMENT MANAGER COMMITMENT

Section Study Area



*DCG- Delegated Community Group

General Description

EVTA continues to make considerable progress securing easements and constructing trail throughout this approximately 6.3 mile section.

Approximately 2.0 miles of trail are complete from John P Frank Parkway to Traphill Road. From the proposed trailhead gateway, which signifies the entrance and exit to Stone Mountain State Park, the trail utilizes Mosswood Road before paralleling John P Frank Parkway, connecting the Stone Mountain Country Store, and meandering southeast to Traphill Road and the future Claude Billings Trailhead.

From Traphill Road, a significant section of trail needs to be completed in order to provide connectivity to recently constructed trail in the Wells Knob area. The “potential trail corridor” noted on the map extends approximately 4.3 miles in length and highlights a corridor where large landholdings exist along with minimal environmental barriers. However, this route will still need to cross several roads, including Swaringen, Traphill Union, Willey Royal, and Roaring Gap. There are also three (3) necessary stream crossings.



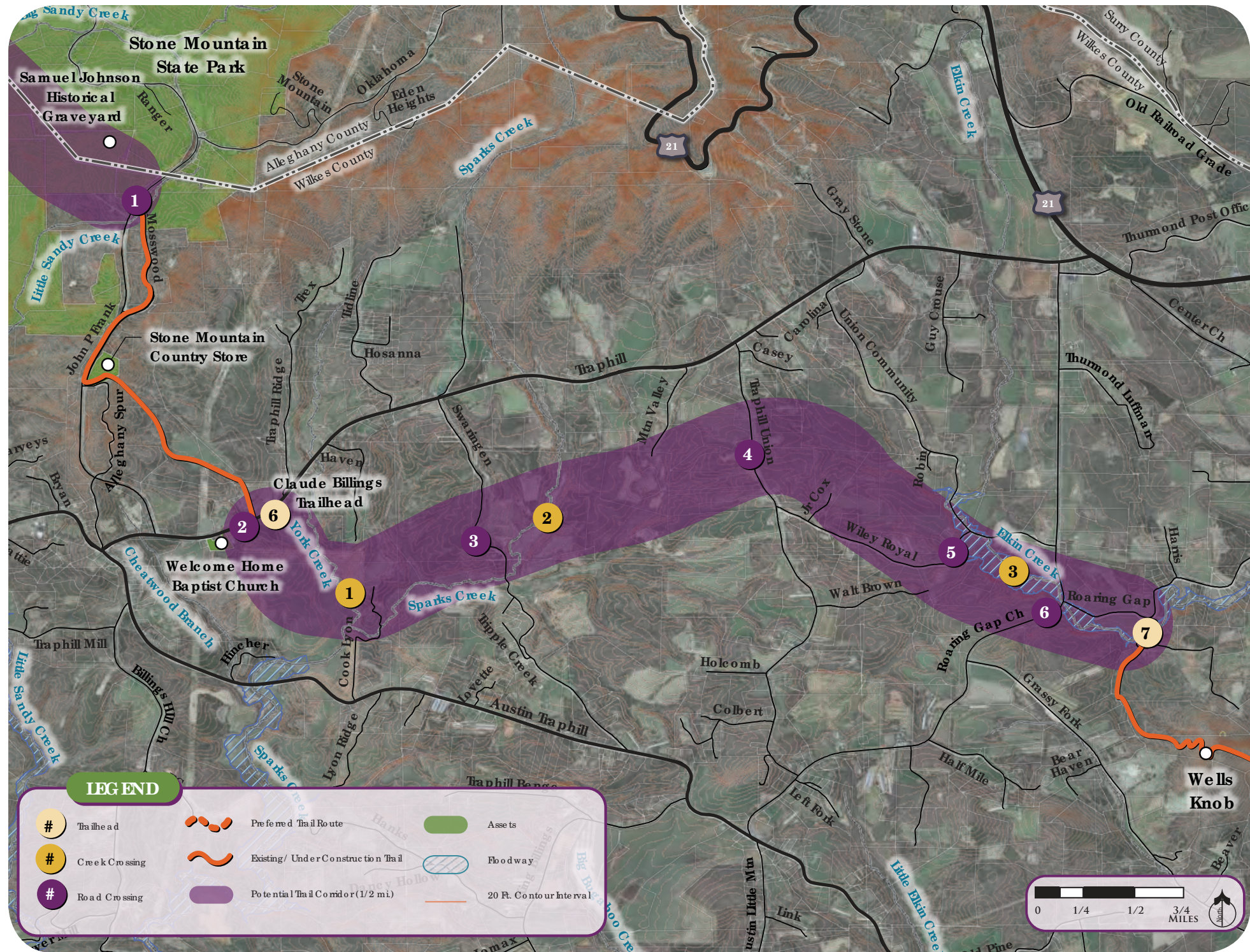
▲ The trail will utilize Mosswood Road for approximately 0.7 miles.



▲ Stone Mountain Country Store will serve as an important restocking destination along the trail.

Sub-Section 2A Objectives:

1. Provide for hiking and equestrian use throughout this planning sector.
2. Install signage along John P. Frank Parkway signifying motorist of a trail crossing.
3. Explore a connection to the Samuel Johnson Historic Graveyard.
4. Construct a formal trailhead (#6) and kiosk on Traphill Road celebrating the legacy of Claude Billings who helped create Stone Mountain State Park.



Sub-Section 2B: Roaring Gap Road to Murray

Quick Facts:

USER GROUP TARGET 

TRAIL TYPE: B

SEGMENT MANAGERS/ DCG*: Wilkes Co.; EVTA

TOTAL LENGTH: 5.1 Miles

RELATIVE PARCEL DENSITY: 0.74

FEASIBILITY FACTORS:

- HIGH ASSET CONNECTIVITY
- HIGH RELATIVE PARCEL DENSITY
- FAVORABLE ENVIRONMENT
- SEGMENT MANAGER COMMITMENT

Section Study Area



*DCG- Delegated Community Group

General Description

This sub-section from Roaring Gap Road to Murray Road extends approximately 5.1 miles in length. At the center of the sub-section is Wells Knob, a significant geographic feature that serves as the highest point – 1,800 feet – between the Brushy Mountains and the Blue Ridge Escarpment.

Several trail segments within this sub-section are now complete or under construction. In 2014, EVTA completed a 0.9 mile section of trail from Roaring Gap Road to Wells Knob Road. Also, the trail conveniently uses a portion of Shoaley Branch Road, a gravel road, for two-miles to connect directly to Murray Road.



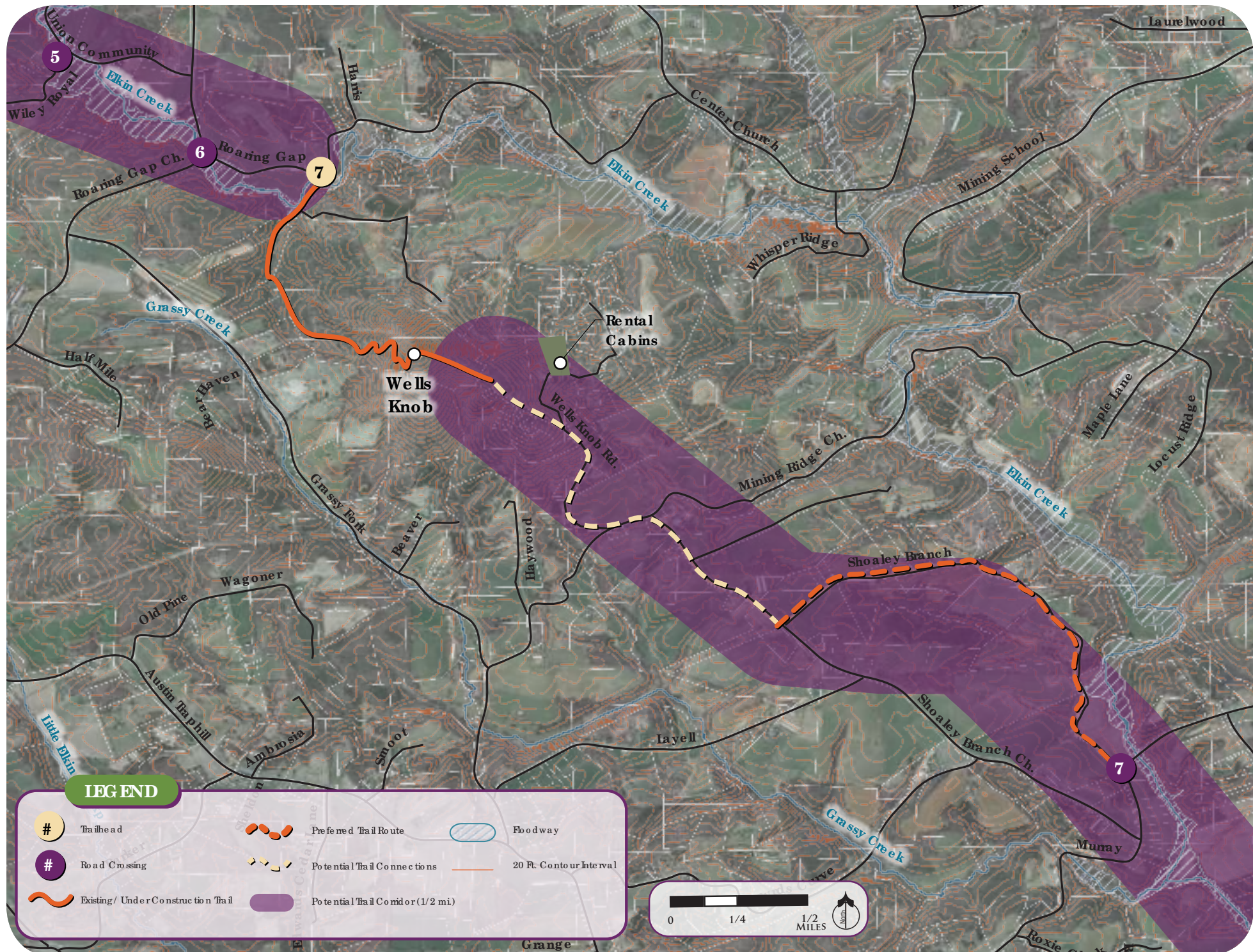
EVTA volunteers clearing a section of trail between Roaring Gap Road and Wells Knob Road.



A 0.9 mile section of trail was recently completed at Wells Knob.

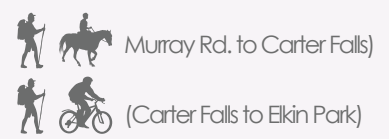
Sub-Section 2B Objectives:

1. Provide for hiking and equestrian use throughout this planning sector.
2. Explore a trail connector to rental cabins located east of Wells Knob.
3. Work with NCDOT and County planners to designate a hiking and equestrian path on Shoaley Branch Road.
4. Explore alternative routes to Shoaley Branch Road that would provide for a purpose-built trail away from vehicular traffic.
5. Create a designated vista and viewing area at Wells Knob, including educational signage about the viewshed and history of the area.



Sub-Section 2C: Murray Road to Elkin City Park

Quick Facts:



USER GROUP TARGET

TRAIL TYPE: B & C (Transition @ Carter Falls)

SEGMENT MANAGERS/ DCG*: Wilkes Co.; Surry Co.; Elkin; EVTA

TOTAL LENGTH: 5.4 Miles

RELATIVE PARCEL DENSITY: 0.70

FEASIBILITY FACTORS:

- HIGH ASSET CONNECTIVITY
- HIGH RELATIVE PARCEL DENSITY
- FAVORABLE ENVIRONMENT
- SEGMENT MANAGER COMMITMENT

Section Study Area



*DCG- Delegated Community Group

General Description

- The sub-section trail corridor extends approximately 5.4 miles, following Elkin Creek, from Murray Road to the Elkin Reservoir. From the north at Murray Road, the preferred primary route will parallel Elkin Creek and connect to Carter Falls where it's recommended that the hiking and equestrian shared-use trail end. South of Carter Falls should transition to a multi-use greenway in preparation for entering the Town of Elkin's municipal jurisdiction.
- The area south of Carter Falls contains numerous assets and potential route options, each of which would provide an enjoyable user experience. The MST should continue along Elkin Creek connecting the Elkin Creek Vineyard and the existing multi-use trail



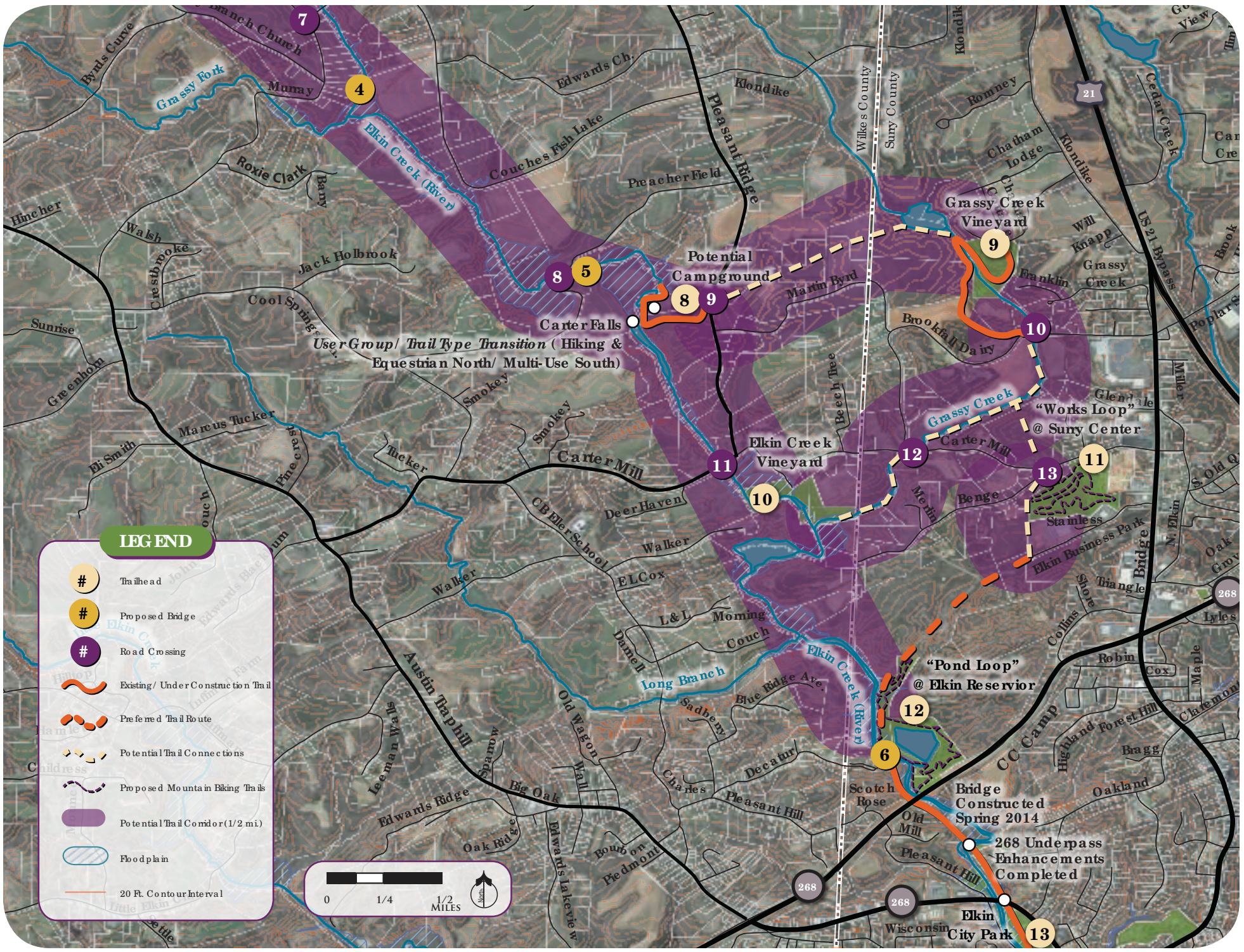
EVTA's work includes this Highway 268 trail underpass.



EVTA members were out to capture the bridge construction over Elkin Creek.

north of Elkin City Park. However, EVTA has already constructed a trail section near Grassy Creek Vineyards, creating a connectivity point for future trail development along Grassy Creek. Also, there is an opportunity to create a link from Grassy Creek Vineyard to Carter Falls creating a loop among these two assets and Elkin Creek Vineyard.

There are two land holdings within this sub-section that provide an opportunity for single-track purpose-built mountain biking trail. The "Pond Loop" at the Elkin Reservoir could serve as a beginner trail system, while the "Works Loop" at the Elkin Center could provide a more advanced biking experience.



General Description Continued

Five (5) trailheads should be explored within this area, including Carter Falls, Elkin Creek Vineyards, Grassy Creek Vineyards, Elkin Public Works property, and the Sury Center.

Elkin Creek is navigable south of Elkin Creek Vineyard. Efforts should be made to formalize this paddle trail.



Elkin Creek Vineyards is located at the confluence of Grassy Creek and Elkin River.



Grassy Creek Vineyard has an existing 1.1 mile trail.

Sub-Section 2C Objectives:

1. This area is prime for incorporating the matic trailheads, information kiosks, and other trail support facilities.
2. Create trailheads at the five (5) locations noted; the Carter Falls access must accommodate equestrian users.
3. Create a public river access area near Elkin Creek Vineyards to formalize the Elkin Creek Paddle Trail.
4. As the trail is fully developed, monitor trail use and its effect on patronage to the two vineyards.
5. Obtain expert advice for single-track mountain biking trail development.
6. Ensure that the two mountain biking areas are planned in concert, providing “progression” from one park to the other; the Pond Loop should be beginner friendly, while the Works Loop should provide more advanced options.
7. Consider providing naming rights for the “Pond Loop” and the “Works Loop” to raise money for the EVTA efforts.



▲
EVTA's Dr. Bill Blackley plays his harmonica at Carter Falls, a significant asset along this section of the MST.

Section 3: Trail Towns

Quick Facts:



USER GROUP TARGET

TRAIL TYPE: C

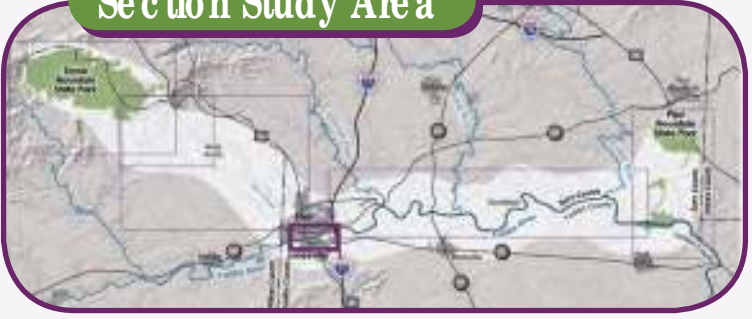
SEGMENT MANAGERS/ DCG*: Elkin; Jonesville; EVTA

TOTAL LENGTH: 3.8 Miles

FEASIBILITY FACTORS:

- HIGH ASSET CONNECTIVITY
- FAVORABLE ENVIRONMENT
- SEGMENT MANAGER COMMITMENT

Section Study Area



*DCG- Delegated Community Group

General Description

The Trail Towns section extends approximately 3.8 miles from Elkin Municipal Park to “Interstate Park,” which is a working name for a 11.3 acre tract owned by the Town of Elkin and located just east of I-77.

Trail currently exists in this section from Elkin Municipal Park to the operational railroad near the Yadkin River. From this location, the preferred trail route would bridge Elkin Creek and link (spur) to the proposed Heritage and Trail Center. The Center would mark a significant transition for trail users, as they move from a predominantly rural setting into an urban core shared by two towns.

The communities of Elkin and Jonesville are linked together by a shared history and the Yadkin River. Each town has been actively involved in planning efforts to convert the ir respective riverfront areas into recreational spaces that will compliment the river’s natural assets. The marriage of trails and towns is further strengthened here by the presence of the Yadkin River State Paddle Trail, which offers a series of formal river access areas downstream.

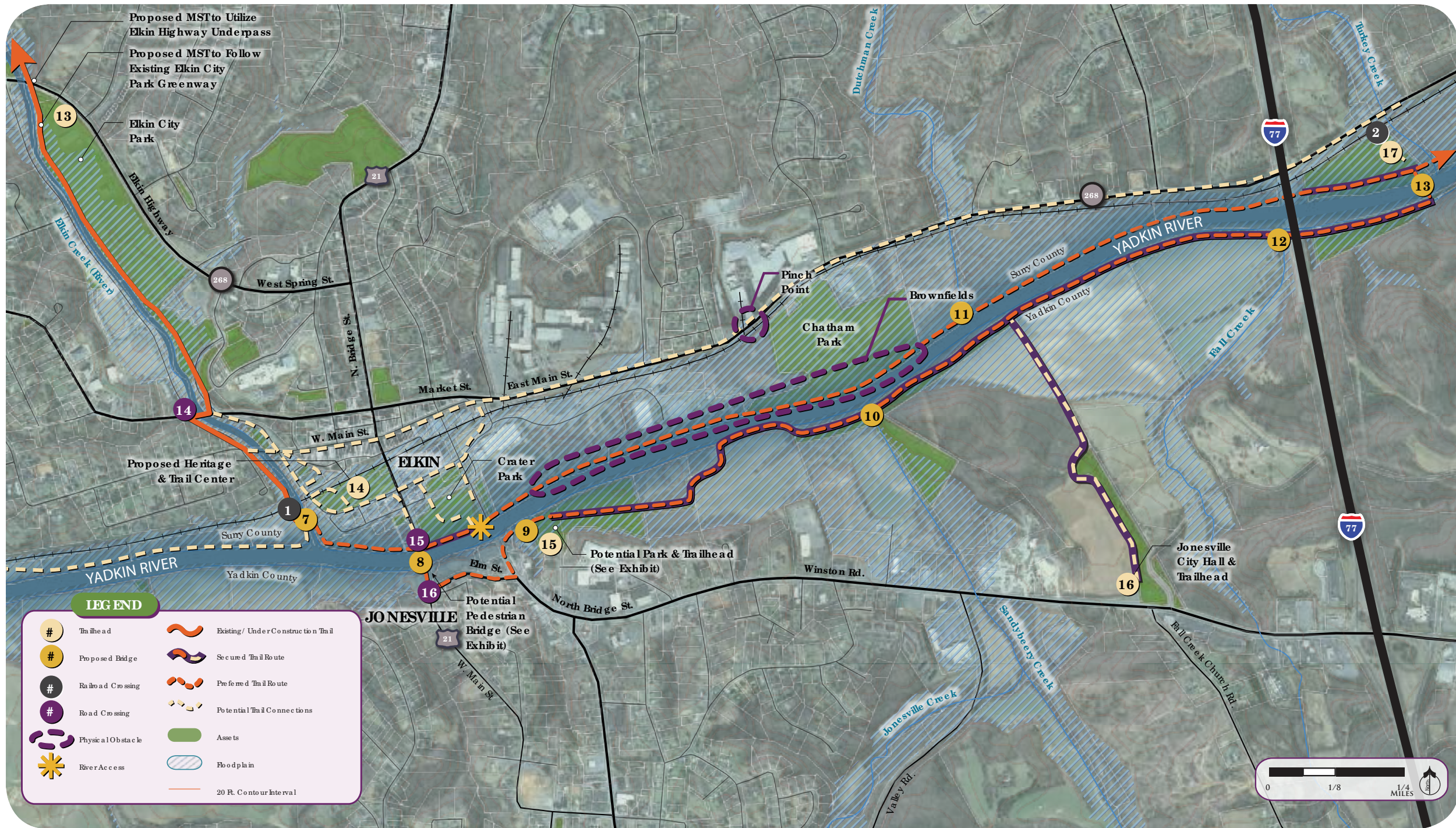
The MST’s route within these two towns must build upon a shared history and mutual hard work. Jonesville has developed open space, trails, and playground areas at its riverfront park, while Elkin has worked to use trails to connect its downtown retail center to its park and riverfront areas. Trail connectivity is critical among these two towns.

The construction of a trail along both sides of the Yadkin River would result in the creation of a unique loop for trail users; such a loop is preferable and has broad public support.

The bridge at Highway 21 currently has five lanes, but could be redesigned to accommodate non-vehicular traffic, including the MST. This option is particularly compelling because the Town of Jonesville has secured a series of easements within their jurisdiction and south along the Yadkin River. Furthermore, there are multiple brownfield sites near Chatham Park in Elkin that could present challenges to trail development on the Elkin/Surry side of the river. Nevertheless, the construction of a trail along both sides of the Yadkin River would result in the creation of a unique loop for trail users; such a loop is preferable and has broad public support.

Because of the unique urban setting of this planning section, special design consideration is provided in subsequent pages for the following:

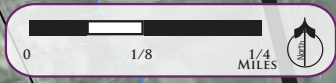
- Trail Towns Bridge Gateway
 - Heritage and Trail Center
 - Jonesville Visitor Center
 - Highway 21 Pedestrian Bridge
 - Jonesville Riverside Park
 - Jonesville Easements and Elkin Interstate Park
- Connector



Proposed MST to Utilize Elkin Highway Underpass
 Proposed MST to Follow Existing Elkin City Park Greenway

LEGEND

- | | | | |
|--|-------------------|--|-----------------------------------|
| | Trailhead | | Existing/Under Construction Trail |
| | Proposed Bridge | | Secure Trail Route |
| | Railroad Crossing | | Preferred Trail Route |
| | Road Crossing | | Potential Trail Connections |
| | Physical Obstacle | | Assets |
| | River Access | | Floodplain |
| | | | 20 Ft. Contour Interval |



Trail Towns Bridge Gateway

The bridge crossing over Elkin Creek will serve as a gateway into the Trail Towns Section and future Heritage and Trail Center. A trestle style bridge in this location would celebrate the region's identity and sense of place. To the extent possible, such unique trail features should be incorporated throughout the trail when opportunities exist.

EXISTING



PROPOSED



Heritage and Trail Center

- A major asset within this section is the future Heritage and Trail Center which will serve as a trail junction for the Mountains-to-Sea State Trail, Overmountain Victory National Historic Trail, Yadkin River Heritage Corridor, E and A Rail Trail, Yadkin River Paddle Trail, Elkin History Walk, and the Elkin Literary Walk.



photo by others

▲ The rendering above was produced during the Smith-Phillips Design Workshop.

Jonesville Visitor Center

- The existing Jonesville Visitor Center will serve as an important MST trailhead and will provide easy access for trail users.



▲ The Jonesville Visitor Center will serve as a major trailhead for the MST.

Highway 21 Pedestrian Bridge

By repurposing the existing Highway 21 bridge, non-vehicular traffic can be accommodated and the MSTC can serve as a profound connection between the two towns. This proposal not only addresses the practical challenge of crossing the Yadkin River, but also acts as a bold symbol - one that unites Elkin and Jonesville as destination-quality trail towns.

EXISTING



PROPOSED



Jonesville Riverside Park Conceptual Plan

The Town of Jonesville currently possesses nearly two (2) miles of trail easements along the Yadkin River. The western terminus of these easements is anchored by a town-owned 10.5 acre tract, which provides a unique opportunity for a riverside park and a major MST trailhead.

EXISTING



Jonesville owns an undeveloped 10.5 acre tract adjacent to the Yadkin River.

PROPOSED



Jonesville Riverside Park

Jonesville Easements and Elkin Interstate Park Connector

The Town of Jonesville's easements extend just beyond Interstate 77. However, pending steep slopes on the south side of the Yadkin River will require bridging the Yadkin River near the I-77 bridge to connect to a 11.3 acre tract (Interstate Park) owned by the Town of Elkin.

A suspension bridge utilizing the I-77 bridge foundation, such as the one constructed in Richmond, Va, could provide a unique solution for bridging the Yadkin River.



▲ Interstate Park will serve as a major trailhead and community park.



SUSPENDED BRIDGE CASE STUDY: PEDESTRIAN BRIDGE AT JAMES RIVER VISITOR CENTER BIG ISLAND, VA

The Pedestrian Bridge at the James River Visitor Center in Big Island, VA is supported by a Blue Ridge Parkway motor bridge foundation. A similar idea was proposed at the public workshop. Although an engineering study is needed to determine the feasibility of such a bridge, this concept could provide the vital connector for the trail towns loop.

Trail Towns Objectives:

1. Design and construct trails to the multi-use greenway standard to ensure access to a broad range of users, creating the greatest economic impact possible.
2. Approach NCDOT about redesigning the Highway 21 bridge so that two lanes are converted for non-vehicular traffic use and serve as a part of the official MST.
3. Work with NCDOT to explore the best options for spanning the Yadkin River near I-77.
4. Incorporate the regionally adopted wayfinding and signage plan (see chapter 4) into the existing and proposed Trail Towns section's trails and parks.
5. Jonesville should develop a long-range plan that helps to establish a defined town center and main street to better accommodate trail users and other visitors.

Section 4: Yadkin River

Quick Facts:



USER GROUP TARGET:

TRAIL TYPE: C & D

SEGMENT MANAGERS/ DCG*: Surry Co.; Yadkin Co.; Elkin; Jonesville, Boonville; EVTA; Rockford Preservation Society; Sauratown Trails Association

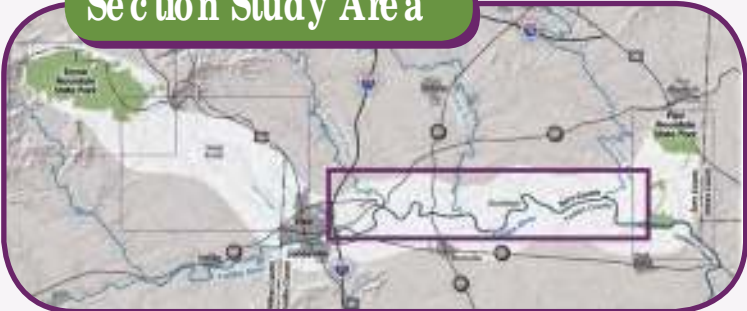
TOTAL LENGTH: 25.7 Miles

RELATIVE PARCEL DENSITY: 1.31

FEASIBILITY FACTORS:

- HIGH ASSET CONNECTIVITY
- HIGH RELATIVE PARCEL DENSITY
- FAVORABLE ENVIRONMENT
- SEGMENT MANAGER COMMITMENT

Section Study Area

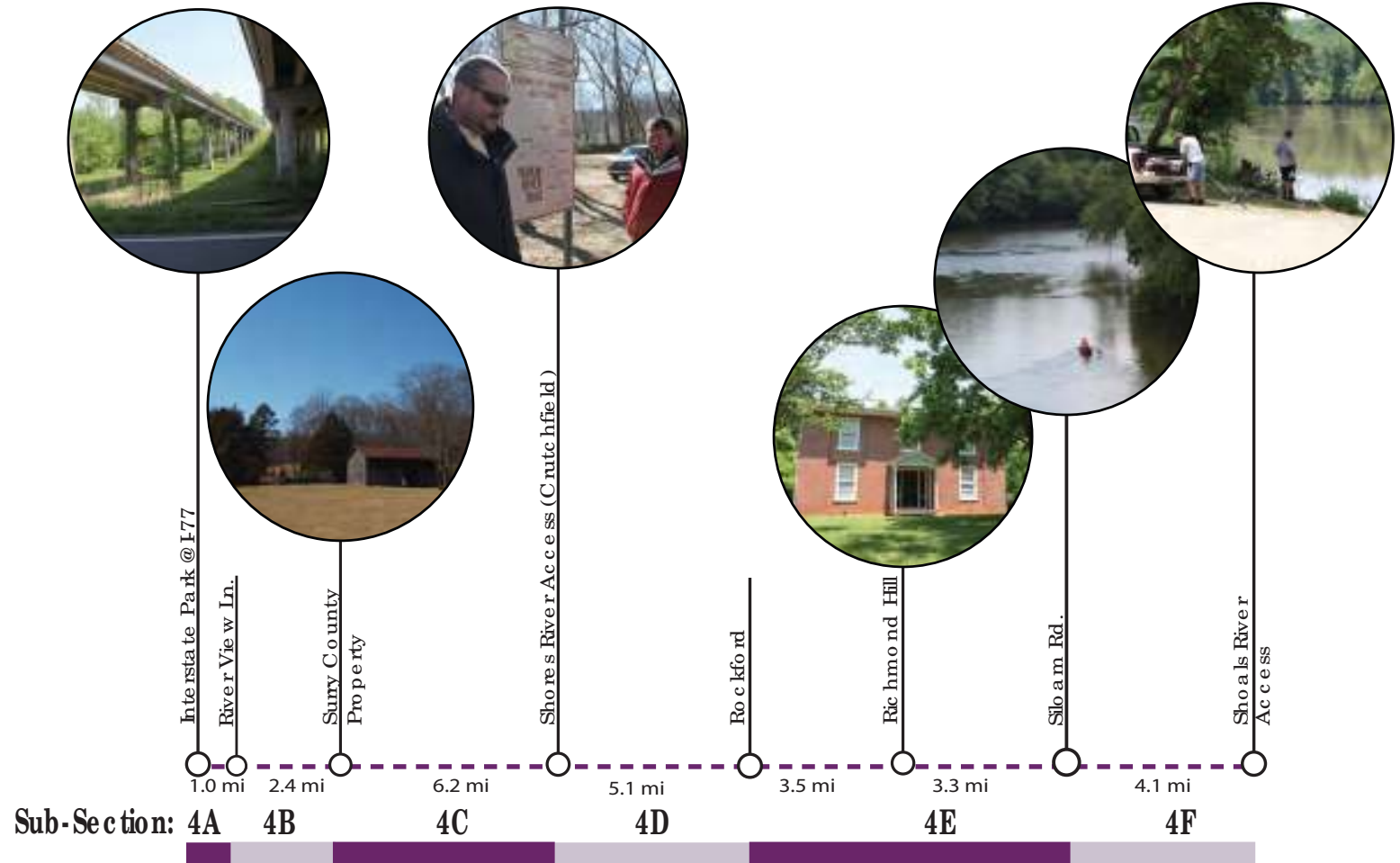


*DCG- Delegated Community Group

General Description

The Yadkin River Section extends approximately 25.7 miles from I-77 to Shoals River Access. This section is named after the Yadkin River, a natural resource asset that serves as the backbone of the planning section.

Section Profile



Organization

Because of its extensive length, this corridor is organized into six (6) planning sub-sections, including:

- Sub-Section 4A:** Interstate Park to Riverview Ln.
- Sub-Section 4B:** Riverview Ln. to Surry County Property
- Sub-Section 4C:** Surry County Property to Shoals Access
- Sub-Section 4D:** Shoals Access to Rockford
- Sub-Section 4E:** Rockford to Siloam Rd.
- Sub-Section 4F:** Siloam Rd. to Shoals River Access



THE STATE RECOGNIZED YADKIN RIVER PADDLE TRAIL SERVES AS THE BACKBONE TO THE YADKIN RIVER PLANNING SECTION.

Sub-Section 4A: Interstate Park to River View Lane

Quick Facts:

USER GROUP TARGET 

TRAIL TYPE: C

SEGMENT MANAGERS/ DCG*: Suny Co.; Elkin; EVTA

TOTAL LENGTH: 1.0 Miles

RELATIVE PARCEL DENSITY: 0.56

FEASIBILITY FACTORS:

- HIGH ASSET CONNECTIVITY
- HIGH RELATIVE PARCEL DENSITY
- FAVORABLE ENVIRONMENT
- SEGMENT MANAGER COMMITMENT

Section Study Area



*DCG- Delegated Community Group

General Description

This sub-section extends approximately 1.0 mile from Interstate Park to River View Lane and has two (2) necessary stream crossings, including one over Turkey Creek.

The trail corridor narrows significantly near River View Lane. However, it's feasible to traverse this "pinch point," provided the railroad operator approves the design and encroachment within its right of way.

The "pinch points" exhibits on the subsequent pages provide alternatives for creating a safe and environmentally friendly bicycle and pedestrian environment.



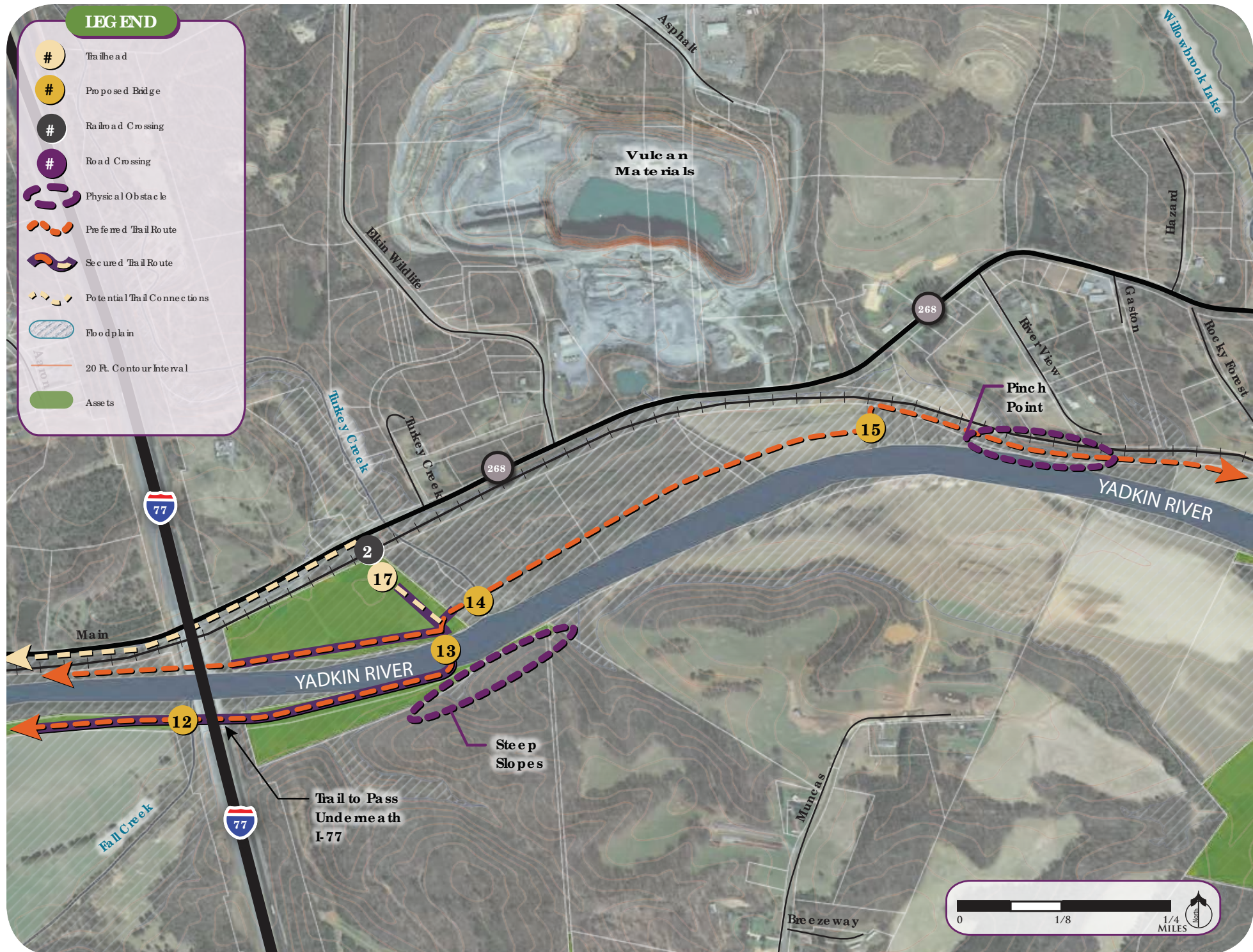
The planning team observes the "pinch point" area between the railroad and Yadkin River.



Interstate Park will serve as the transition from the Trail Towns loop to the Yadkin River section.

Sub-Section 4A Objectives:

1. Design for the multi-use greenway trail standard.
2. Develop a detailed master plan for Interstate Park (it needs an official name too).
3. Since Recreation Trails Program grant funding is being sought for this section, begin developing engineering plans and construction documents.



Pinch Points Exhibit

The trail “pinch point” highlights a section of trail with challenging environmental factors including the railroad corridor and steep topography.

Detailed survey work is required in order to determine the best design solution, but two conceptual design solutions are presented: one with a retaining wall and one with a raised boardwalk. Although the boardwalk alternative is more costly, it may be necessary due to the narrow stream bank.

EXISTING



RETAINING WALL ALTERNATIVE



Pinch Points Exhibit

BOARDWALK ALTERNATIVE



Sub-Section 4B: River View Lane to Surry County Property

Quick Facts:



USER GROUP TARGET

TRAIL TYPE: C

SEGMENT MANAGERS/ DCG*: Surry Co.; Yadkin County; EVTA

TOTAL LENGTH: 2.4 Miles

RELATIVE PARCEL DENSITY: 1.23

FEASIBILITY FACTORS:

- HIGH ASSET CONNECTIVITY
- HIGH RELATIVE PARCEL DENSITY
- FAVORABLE ENVIRONMENT
- SEGMENT MANAGER COMMITMENT

Section Study Area



*DCG- Delegated Community Group

General Description:

This trail sub-section from River View Lane to Surry County property extends approximately 2.4 miles. Formal trailheads are recommended for both the east and west termini of the section. Beyond the Surry County Property, it will be difficult to maintain the preferred multi-use trail design while keeping the trail on the northern side of the Yadkin River. Thus, a major bridge (#17) is recommended within the sub-section, placing the trail in Yadkin County jurisdiction.

There are three (3) trailhead options that serve as the western terminus of sub-section 4b. The first potential trailhead – 18a – would utilize the East Elkin Full Gospel Church parking lot from the east. Trailhead option 18b would be located at the intersection of Gaston Lane and Highway 268. The third potential trailhead – 18c – would be located near Willowbrook Lake, but would also require a crossing over Highway 268.

The preferred trail route continues on the north side of the Yadkin River passing a steep, but feasible area and several new and existing culverts before reaching the Surry County Property. A formal trailhead is recommended on the Surry County Property near Highway 268.



▲ A trail could easily be constructed parallel to the fence line extending from trailhead 18a toward the railroad.



▲ Surry County officials are building relationships with railroad operators to ensure implementation within this subsection.

Sub-Section 4B Objectives:

1. Design sub-section based on the Multi-use Trail Standard.
2. Identify a potential bridge location crossing in this area based on terrain and landowner willingness.
3. From Surry County Property (Trailhead #19), explore a north mequestrian trail.
4. Since Recreation Trails Program grant funding is being sought for this section, begin developing construction documents and engineering plans.



Surry County Property Trailhead

Surry County currently owns an approximately 120 acre tract that serves as the eastern terminus of this sub-section. While much of this property will be sold, the county plans to retain a trail easement and trailhead parking area for the MST.

Due to environmental barriers, including Highway 268 and the Wayne Farms Plant, a bridge crossing is necessary over the Yadkin River to provide for a multi-use trail.



The construction of trailhead #19 should incorporate stream enhancements and stormwater best management practices.



Sub-sections 4c-4f are comprised primarily of rural and agricultural land uses. Agricultural land adjacent to the Yadkin River is ideal for greenway development, provided fencing or other measures are incorporated to adequately protect private property.



Sub-Section 4C: Surry County Property to Shores River Access

Quick Facts:



USER GROUP TARGET

TRAIL TYPE: C

SEGMENT MANAGERS/ DCG*: Surry Co.;Yadkin Co.

TOTAL LENGTH: 6.2 Miles

RELATIVE PARCEL DENSITY: 1.85

FEASIBILITY FACTORS:

- HIGH ASSET CONNECTIVITY
- HIGH RELATIVE PARCEL DENSITY
- FAVORABLE ENVIRONMENT
- SEGMENT MANAGER COMMITMENT

Section Study Area



*DCG- Delegated Community Group

General Description

This sub-section from Surry County property to the Shores River Access extends approximately 6.2 miles. The Carolina Winery, Mitchell River Paddle Access, and the Shores River Access are all major community assets found within this section.

From the west, the preferred trail alignment includes bridging the Yadkin River to the south and connecting to the Yadkin County side of the river to ensure the development of a multi-use trail. Crossing to the south side of the Yadkin River is required here because of the presence of Wayne Farms, the railroad and Highway 268.



Trail construction is feasible underneath Highway 601.

Considering the aggressive efforts of Surry County and EVTA to implement the trail sections from Surry County Property west to Elkin, this section from Surry County property east to Shores River Access represents a major priority focus area for Yadkin County.

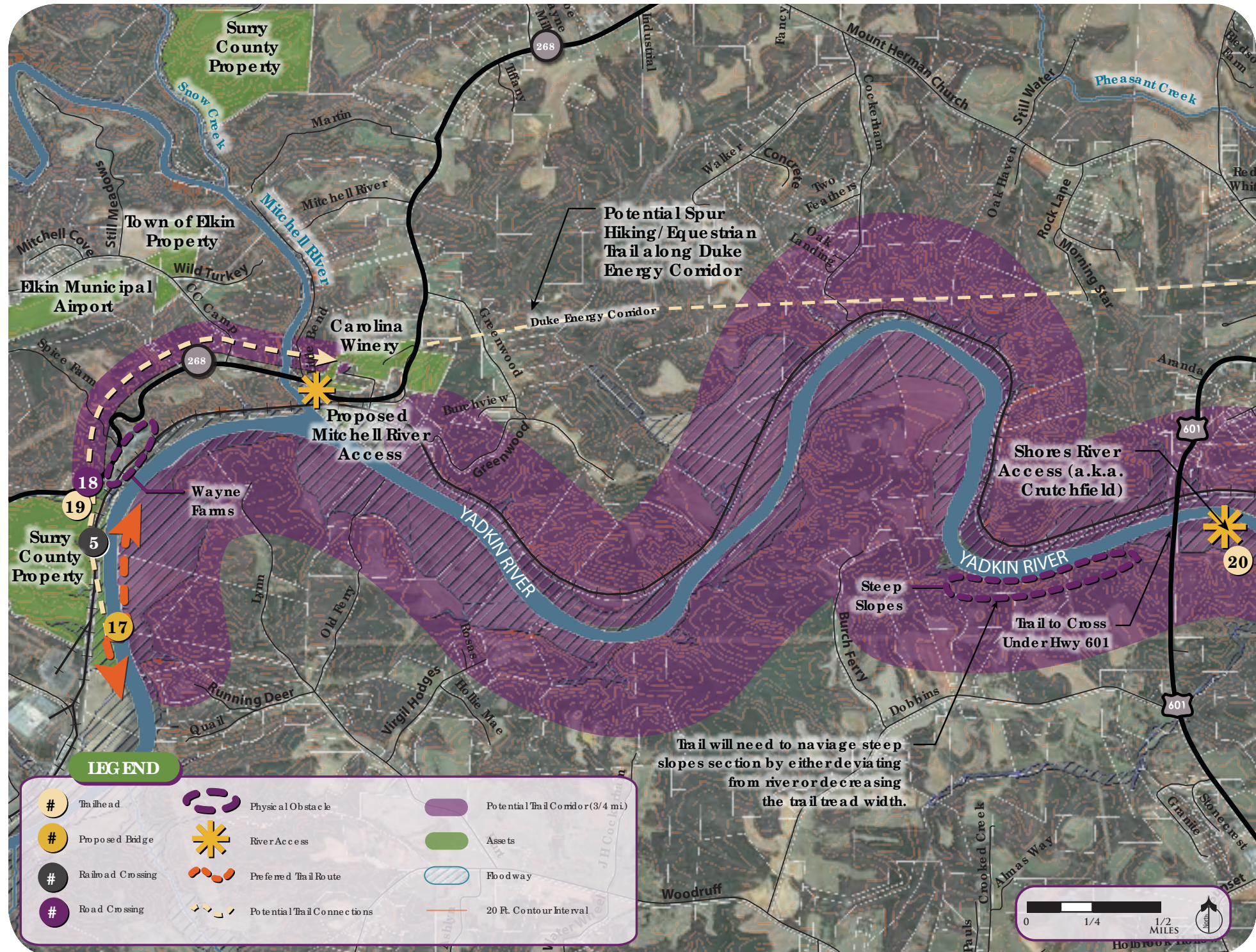
An alternative trail route should be pursued further on the northern side of the Yadkin River and beyond the Surry County Property, but will need to be constructed to the single-use hiking standard or the dual-use hiking and equestrian standard depending on landowner willingness and environmental factors.



Tobacco remains a major crop in Yadkin County.

Sub-Section 4C Objectives:

1. This area should be recognized as a priority focus area for landowner outreach in Yadkin County.
2. Explore a hiking trail from Surry County Property to Carolina Winery and the Mitchell River Access.
3. From Surry County Property (Trailhead #19), explore a northern equestrian trail.
4. Explore a potential spur hiking/equestrian trail along Duke Energy corridor.
3. Remain committed to a multi-use trail design and a bridge over the Yadkin River to the south side of the Yadkin.



Sub-Section 4D: Shores River Access to Rockford

Quick Facts:



USER GROUP TARGET

TRAIL TYPE: D

SEGMENT MANAGERS/ DCG*: Surry Co.; Yadkin Co.;
Boonville; Rockford
Preservation Society

TOTAL LENGTH: 5.2 Miles

RELATIVE PARCEL DENSITY: 1.35

FEASIBILITY FACTORS:

- HIGH ASSET CONNECTIVITY
- HIGH RELATIVE PARCEL DENSITY
- FAVORABLE ENVIRONMENT
- SEGMENT MANAGER COMMITMENT

Section Study Area



*DCG- Delegated Community Group

General Description:

- The Shores River Access to Rockford sub-section extends approximately 5.1 miles in length. The sub-section is bound to the east by U.S. 601 and to the west by the Rockford Road bridge. The Shores River Access provides an opportunity for a major MST trailhead and transitions from a multi-use trail to a multi-use greenway with parallel equestrian trail.
- This sub-section includes a variety of assets, including Hutton Vineyards, Rockford Bed & Breakfast, Holly Ridge Family Campground, and the Town of Boonville.

- Possible trail spurs to Boonville include corridors connecting the Holly Ridge Family Campground and another along Tanyard Creek.
- Due to an approximately 1/2 mile area of steep slopes on the south side of the Yadkin River, an alternate route paralleling Tanyard Creek Road should be explored.



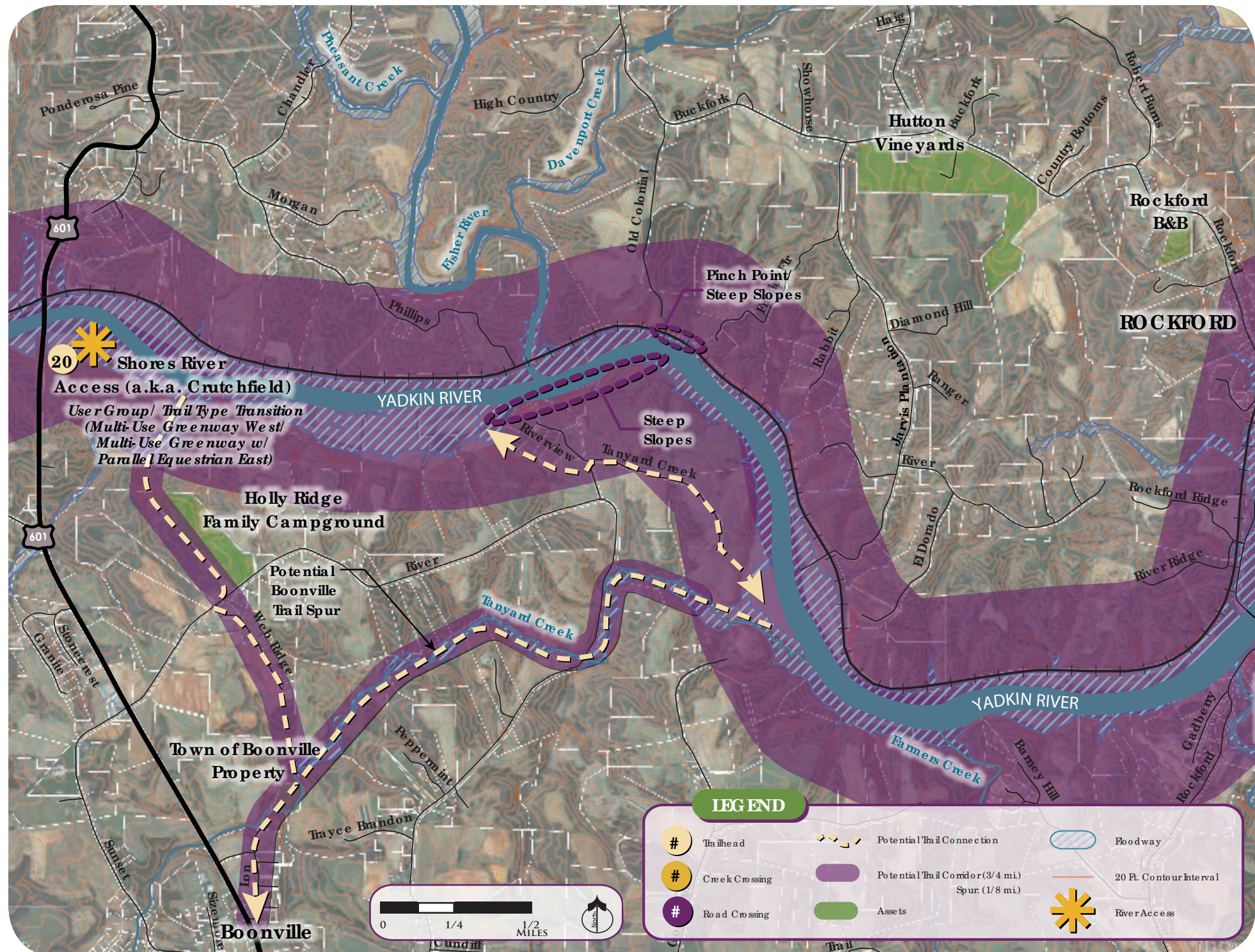
▲ Holly Ridge Family Campground could serve as an important connection point between the MST Trail and Boonville.



▲ Shores River Access recently obtained a Recreational Trails Program grant and will soon be receiving site improvements.

Sub-Section 4D Objectives:

1. Recognize Boonville as an official Stone to Pilot Trail Town and priority for trail connectivity.
2. Explore the expansion of the shores river access into an equestrian trailhead.
3. Provided adjacent landowner willingness exists surrounding the Shores River Access, this location should serve as an anchor for connecting Boonville into the trail system.
3. Explore a suspension bridge utilizing the Highway 601 bridge foundation supports (similar to the I-77 bridge proposed at Interstate Park in the Tail Towns section).
4. Explore potential trail connections parallel to Tanyard Creek Road in an effort to avoid the steep slopes section.



Sub-Section 4E: Rockford to Siloam Road

Quick Facts:

USER GROUP TARGET:



TRAIL TYPE: D

SEGMENT MANAGERS/ DCG*: Surry Co.; Yadkin Co.; Rockford Preservation Society; Sauratown Trails Association

TOTAL LENGTH: 6.8 Miles

RELATIVE PARCEL DENSITY: 1.42

FEASIBILITY FACTORS:

- HIGH ASSET CONNECTIVITY
- HIGH RELATIVE PARCEL DENSITY
- FAVORABLE ENVIRONMENT
- SEGMENT MANAGER COMMITMENT

Section Study Area



*DCG- Delegated Community Group

General Description

This section from Rockford to Siloam Road is approximately 8.42 miles in length. Although this sub-section has a relative parcel density of 1.77, there are considerable environmental constraints such as numerous steep slopes, pinch points, and the railroad on the northern side of the Yadkin.

The potential trail corridor on the south bank of the Yadkin River has one (1) necessary stream crossing: Bowman Mill Creek. The potential trail corridor on the north bank has two (2) necessary stream crossings: West Double Creek and Candiff Creek.

Sub-section 4e includes a number of assets, including Rockford Bed & Breakfast, the Rockford Preservation Society, Yadkin River Adventures, Historic Richmond Hill Nature Park, which includes the Historic Richmond Hill Law School, and riverfront property off of Old Limerock Quarry Drive owned by NCDOT.

Possible spur trails include Rockford Bed & Breakfast to the Yadkin River and connecting the trail system to Historic Richmond Hill Nature Park, possibly via the Limerock property owned by NCDOT.



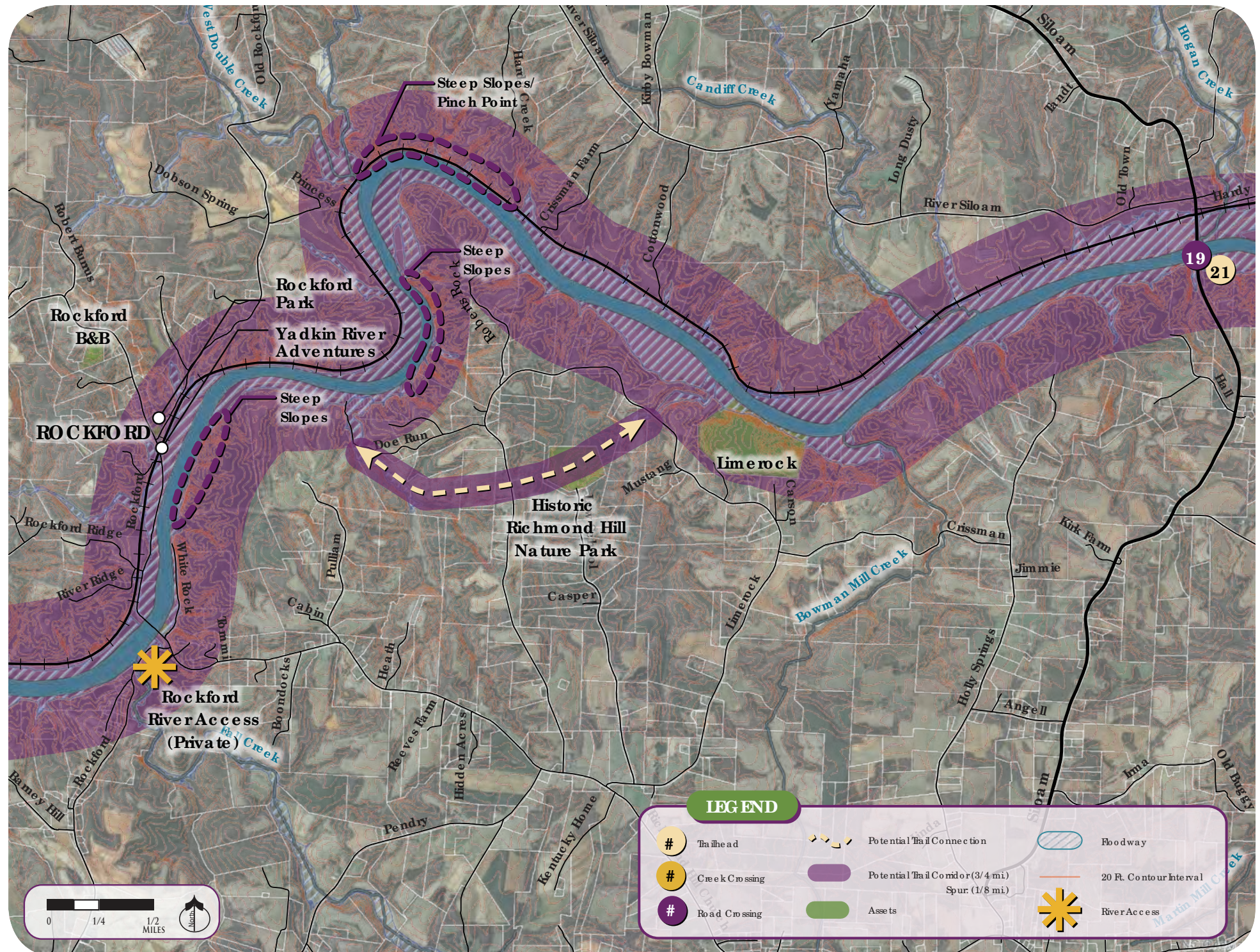
▲ The Historic Richmond Hill Law School is a key feature at the Richmond Hill Nature Park.



▲ From Siloam Road Bridge, paddlers are seen enjoying the Yadkin River.

Sub-Section 4E Objectives:

1. Recognize the Historic Village of Rockford as an official Stone to Pilot Trail Town and priority for trail connectivity.
2. Consider departing from the Yadkin River floodway to link with Historic Richmond Hill Nature Park in an effort to avoid environmental barriers.



Sub-Section 4F: Siloam Road to Pilot Mountain State Park

Quick Facts:



USER GROUP TARGET

TRAIL TYPE: D

SEGMENT MANAGERS/ DCG*: Surry Co.; Yadkin Co.; NCDPR; Sauratown Trails Association,

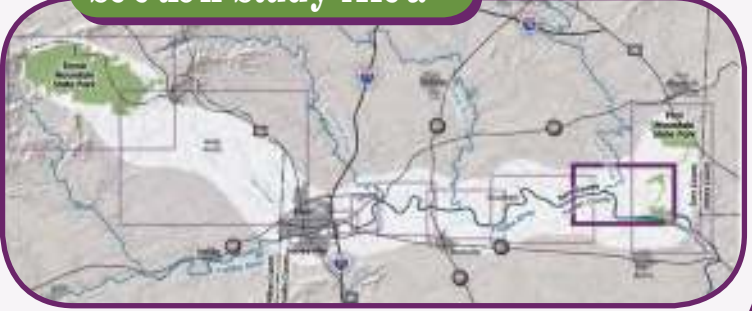
TOTAL LENGTH: 4.1 Miles

RELATIVE PARCEL DENSITY: 0.90

FEASIBILITY FACTORS:

- HIGH ASSET CONNECTIVITY
- HIGH RELATIVE PARCEL DENSITY
- FAVORABLE ENVIRONMENT
- SEGMENT MANAGER COMMITMENT

Section Study Area



*DCG- Delegated Community Group

General Description

This section from Siloam Road to Pilot Mountain State Park extends approximately 4.2 miles in length. A western trailhead should be explored near the Siloam Road Bridge. To the east, and connecting to Pilot Mountain State Park, are four (4) possible trailheads and connectivity points, including Shoals Community Recreation Center to the north (#25), Houser Road Parking (#24), Shoals River Access (#22), and Ivy Bluff Parking Lot (#23).

Although trail users would be required to cross the Yadkin River to access Pilot Mountain State Park, the preferred trail alignment is south along the Yadkin River and will connect to Shoals River Access or Ivy Bluff Parking Lot. This access will serve as a terminus for the

- preferred multi-use trail standard.
- An alternative route on the north side of the Yadkin River and along the Ararat River, connecting to Shoals Community Center and the Pilot Mountain should continue to be explored, but the preferred multi-use trail standard will be difficult to maintain along this corridor.



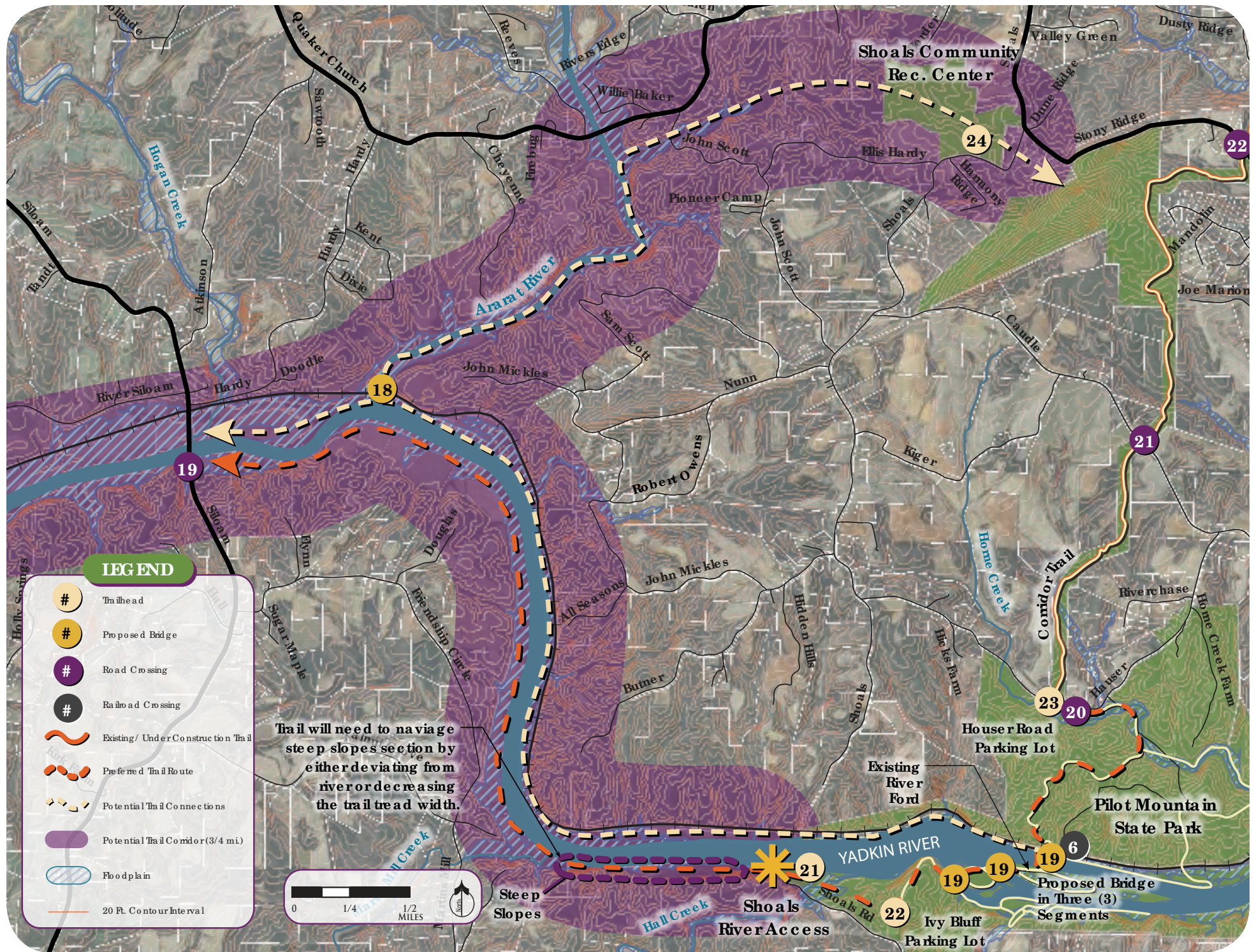
▲ Shoals River Access presents a major trailhead opportunity.



▲ There was a strong interest in the Stone to Pilot Workshop to connect Shoals Community Recreation Center with Pilot Mountain State Park.

Sub-Section 4F Objectives:

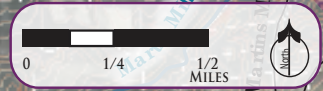
1. Construct a trailhead at Siloam Road bridge to establish a project terminus and explore landowner sentiments to the east.
2. Begin detailed planning efforts from Ivy Bluff Parking Lot toward Siloam Road bridge.
3. Identify a hiking-only trail route connecting Shoals Community Recreation Center to the Pilot Mountain State Park Corridor Trail.



LEGEND

- # Trailhead
- # Proposed Bridge
- # Road Crossing
- # Railroad Crossing
- Existing/ Under Construction Trail
- Prefere d Trail Route
- Potential Trail Connections
- Potential Trail Corridor (3/4 mi.)
- Floodplain
- 20 Ft. Contour Interval



Trail will need to navigate steep slopes section by either deviating from river or decreasing the trail tread width.



Section 5: Pilot Mountain State Park

Quick Facts:

USER GROUP TARGET

-  Shoals River Access to Ivy Bluff
-  Ivy Bluff to Hauser Rd.
-  Hauser Rd. to Surry Line
-  Surry Line to Highway 52
-  @ Shoales River Access

TRAIL TYPES: D, B, & A (Transitions @ Ivy Bluff, Hauser Rd. Lot, and Surry Line Lot)

SEGMENT MANAGERS/ DCG*: NCDPR; Friends of Sauratown Mountains

TOTAL LENGTH: 15.41 Miles

FEASIBILITY FACTORS:

- HIGH ASSET CONNECTIVITY
- FAVORABLE ENVIRONMENT
- SEGMENT MANAGER COMMITMENT

Section Study Area



*DCG- Delegated Community Group

General Description

Three potential routes exist to connect into the Pilot Mountain State Park Planning Sector: Shoals River Access/Ivy Bluff Parking Lot; north of the Yadkin River; and Shoals Community Recreation Center. The most favorable route would connect on the southern side of the Yadkin River at the Shoals River Access/Ivy Bluff Parking Lot. This route provides adequate conditions for the preferred multi-use greenway with parallel equestrian trail standard.

Pilot Mountain State Park already contains an approximately 12.2 mile section of designated MST. Within the park, the trail will consist of multi-use greenway with parallel equestrian trail type, hiking-only or equestrian & hiking trails.



Looking south, an island in the Yadkin River can be seen from Pilot Mountain State Park trails.



Pilot Mountain is one of the most notable geographic features in North Carolina.

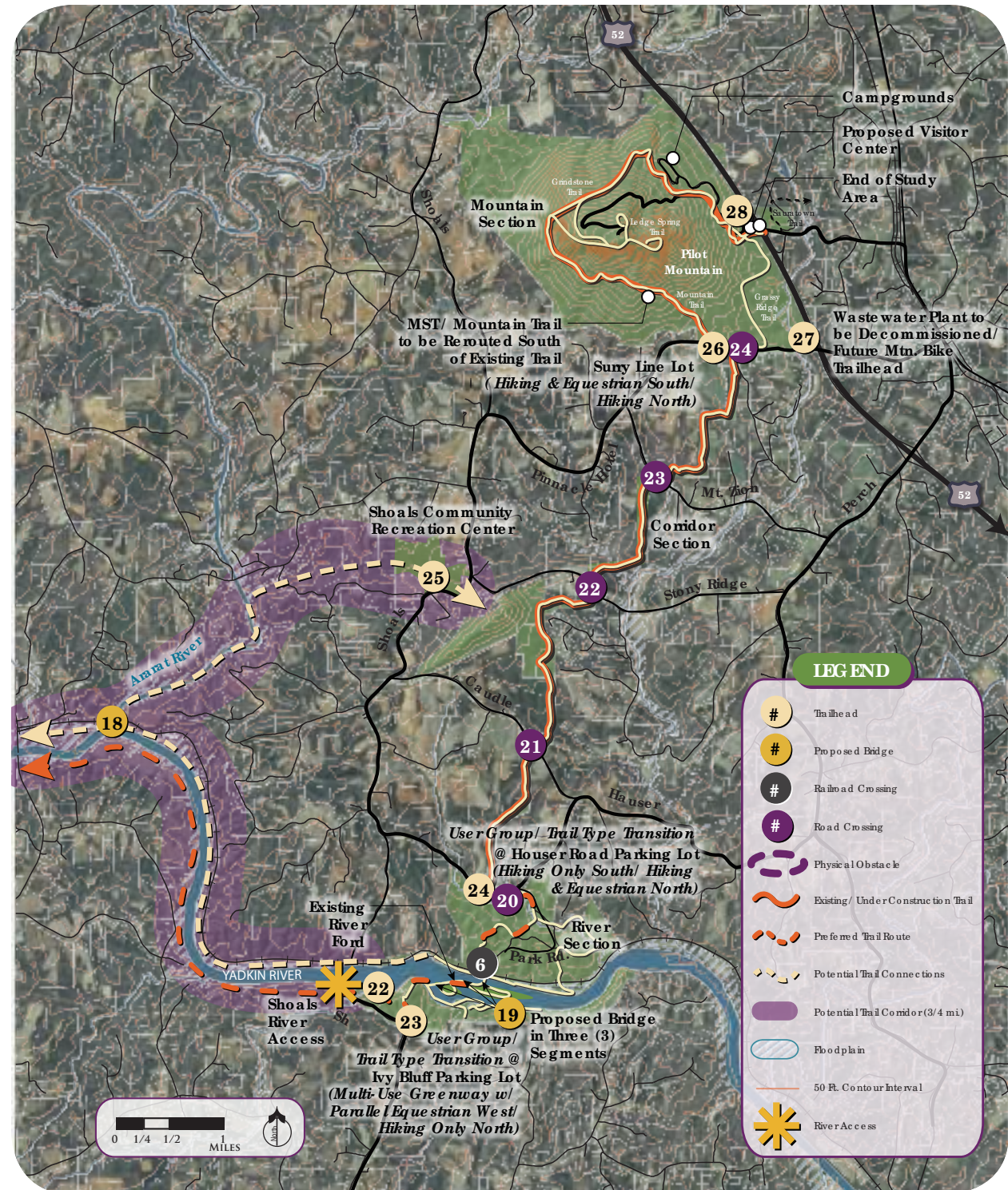
The multi-use trail standard will end at the Ivy Bluff Parking Lot (#23). From the Ivy Bluff Parking Lot, the current Pilot Mountain State Park trail system requires fording the Yadkin River in order to continue north into the park. An optional series of three bridges (#19) would allow hikers to safely cross the Yadkin River.

The trail is hiking-only from Ivy Bluff Parking Lot to Hauser Road Parking Lot where the Corridor Trail transitions to hiking and equestrian for 6.6 miles before reaching Surry Line Parking Lot (#26). Within the Corridor Trail, five road crossings (#20 - #24) exist where appropriate wayfinding signage should be installed to signify motorists.

In the northern section of the park, referred to as the Mountain Section, the state is currently working to reroute the Mountain Trail which also serves as a hiking-only section of the MST. A visitor center is proposed at Highway 52 and provides an opportunity to create a distinctive entrance and exit for not only Pilot Mountain State Park, but also the MST.

Pilot Mountain State Park Objectives:

1. Identify a hiking-only trail route connecting Shoals Community Recreation Center to the Pilot Mountain State Park Corridor Trail.
2. Reroute the Mountain Trail to the south, providing for a more sustainable and user-friendly trail segment.
3. Incorporate signage into new and existing facilities at Pilot Mountain State Park to communicate the presence and location of the MST to all user groups.
4. Although beyond the study area of this plan, explore a trail connector from Pilot Mountain State Park to the Town of Pilot Mountain.
5. Conduct a detailed bridge study for crossing the Yadkin River connecting Yadkin County and Surry County.
6. Outside of Pilot Mountain State Park, work to incorporate the Yadkin Valley Heritage Corridor signage and wayfinding designs for all existing trails, parking lots, and road crossings.



Trail Profile Summary

The Trail Profile exhibit (see page right) provides a comprehensive overview of the trail user groups and trail types proposed throughout the study area.



Upon completion, the trail will provide for approximately 70 miles of designated MST. However, of this distance, only 16.9 miles (23%) of the trail will be hiking-only.



23.5 miles (32%) of MST designated trail will serve equestrian users in addition to hikers. Approximately 9.5 miles of designated MST

equestrian trail currently exists at Pilot Mountain State Park. This plan calls for approximately 17 miles (23%) of new equestrian and hiking MST designated trail extending from the intersection of the Bridal and Lower Falls Trails in Stone Mountain State Park south to Carter Falls in Surry County. This plan does recommend exploring an equestrian trail north from the trailhead and parking area planned at the Surry County Property as noted in Planning Sections 4B and 4C.



17 miles (23%) of the trail will serve as multi-use greenway designated MST extending from the west at Carter Falls, through Elkin and Jonesville, and along the Yadkin River before connecting to Shores River Access.



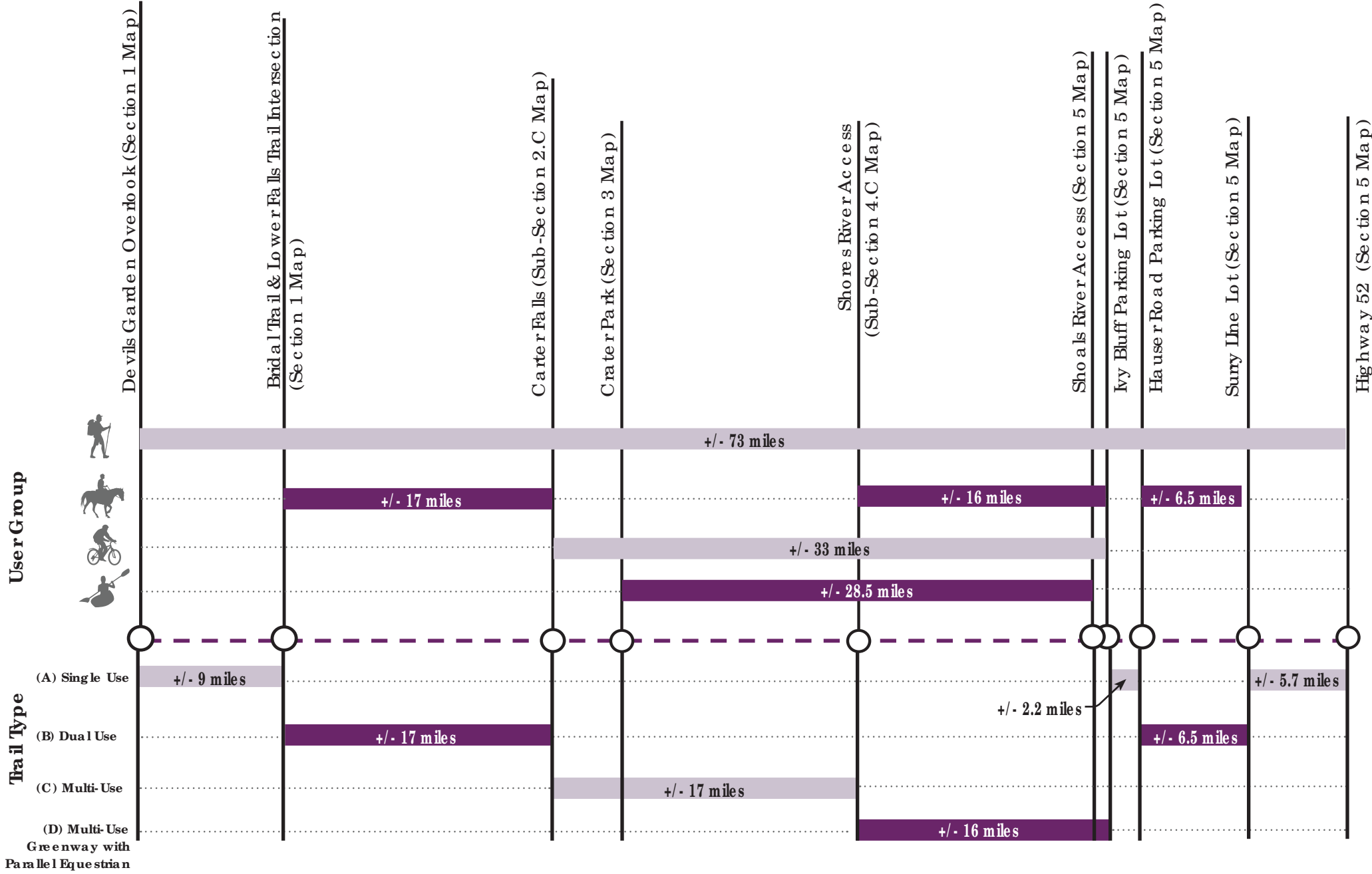
16 miles (22%) of the proposed trail will be comprised of a multi-use greenway with a parallel

equestrian trail. This segment extends from Shores River Access to the Ivy Bluff Parking Lot in Pilot Mountain State Park.



A significant portion of the study area includes the state designated Yadkin River Paddle Trail. With the development of river access areas beginning at Elkin Creek's Carter Falls to the confluence of the Yadkin River Paddle Trail, collectively this study area provides for approximately 28.5 miles of navigable river.

Trail Profile (User Groups and Trail Types)







The Jonesville Town Hall & Visitor Center serves as an important asset in the Tail Towns planning section.

6

SECTION MANAGEMENT AND IMPLEMENTATION

IN THIS CHAPTER:

1. Segment Managers and Delegated Community Groups Areas of Responsibility
2. Trail Section Implementation Priorities
3. Local Government Trail Support Spectrum
4. Objectives

The North Carolina Division of Parks and Recreation (NCDPR) is working to identify a Segment Manager for every section of the Mountains-to-Sea State Trail (MST) across the state.

NCDPR Segment Manager Definition:

A governmental entity that agrees to be the responsible agency willing to make a particular section of the MST a reality, including planning, land acquisition, design and management of this section of the trail.

While NCDPR's preference is for local governments to serve as the official Segment Manager, they do welcome the delegation of this authority to private non-profit organizations such as Elkin Valley Trails Association (EVTA). In such a case, the organization is referred to as a Delegated Community Group (DCG) by the Segment Manager. This delegation takes place through a Memorandum of Understanding (MOU) between the Segment Manager and DCG. An example MOU can be

found in the appendix.

Having received official endorsements from Wilkes County, Surry County, and the Town of Elkin, EVTA has clearly become a primary Delegated Community Group in the Stone to Pilot study area.

Furthermore, each of these government entities has agreed to hold trail easements upon their negotiation by EVTA and provide staff support to further trail development efforts.

In addition to EVTA, this plan identifies the Rockford Preservation Society and Sauratown Trails Association as potential DCGs.

The two additional local governments in the study area – Town of Jonesville and Yadkin County – have also recognized the importance of the MST through policy, planning, and action. The Town of Jonesville has secured approximately 1.83 miles of easements and fee-simple property along the southern portion of the Yadkin River. Yadkin County's adopted Parks and Recreation Plan references the need for greenway development and the opportunity for connecting trails to Pilot Mountain.

Segment Manager Resources:

The successful implementation and long-term maintenance of the MST from Stone Mountain State Park to Pilot Mountain State Park will require extensive collaboration and coordination between Segment Managers, NCDPR and FMST.

North Carolina Division of Parks and Recreation (NCDPR)

The North Carolina Division of Parks and Recreation has a N.C. State Trails program that provides technical assistance, offers grant opportunities and works to develop successful partnerships with local conservation and recreation advocates. For more information, visit http://www.ncparks.gov/About/trails_main.

The Friends of the Mountains-to-Sea Trail

The Friends of the Mountains-to-Sea Trail (FMST) serves as a critical resource and partner for all Segment Managers and DCGs. This organization helps train volunteers in trail construction techniques, provides chainsaw certification classes, assists with grant writing to acquire tools and supplies, and continually works to advocate and educate the public about the importance of this trail.

However, the FMST's most vital role could be their well-organized efforts to maintain trail segments after they are implemented. FMST serves as the umbrella to sixteen (16) task forces that now maintain 500 miles of existing foot trail. Nine (9) of these task forces, including EVTA, are also building new trail in the Mountains and Piedmont. Others are maintaining existing trail.

Segment Managers and Delegated Community Groups (DCGs) Areas of Responsibility

There are eight (8) Segment Managers and three (4) Delegated Community Groups identified within the Stone Mountain to Pilot Mountain State Park study area that will take responsibility for the specific sections of the trail listed in Chapter 6. The Segment Managers/DCGs and their corresponding areas of responsibility are listed in the table to the right.

Study Sections and Sub-Sections

	Segment Managers							Delegated Community Groups				
	NPS	NC DPR	Wilkes County	Surry County	Yadkin County	Town of Elkin	Town of Jonesville	Town of Boonville	EVTA	RPS	STA	FSM
Section 1: Stone Mountain	X	X	X						X			
Section 2: Wells Knob			X	X		X			X			
Sub-Section 2a			X						X			
Sub-Section 2b			X						X			
Sub-Section 2c			X	X		X			X			
Section 3: Trail Towns						X	X		X			
Section 4: Yadkin River				X	X	X	X	X	X	X	X	
Sub-Section 4a				X	X	X	X		X			
Sub-Section 4b				X					X			
Sub-Section 4c				X	X							
Sub-Section 4d				X	X			X		X		
Sub-Section 4e				X	X					X		
Sub-Section 4f				X	X						X	
Section 5: Pilot Mountain State Park		X										X

NPS - National Park Service

NC DPR - North Carolina Division of Parks and Recreation

EVTA - Elkin Valley Trails Association

RPS - Rockford Preservation Society

STA - Sawtooth Trails Association

FSM - Friends of Sawtooth Mountians

Implementation Priorities

The Priority Table (right) identifies Segment Managers and Delegated Community Groups (DCGs) along the Stone Mountain to Pilot Mountain State Park trail route and indicates trail section construction priorities, ranging from Priority 1 to 2, with Priority 1 being the highest.

The prioritization table establishes a division of labor in alignment with each of the ten (10) Segment Managers' and DCGs' respective geographic focus areas. Also, some organizations have considerable trail development momentum within particular areas where their efforts must stay focused; this notion provides a rationale for why a planning section might be a Priority One for one organization, but that same section might be Priority Two for another. The priority focus areas are discussed below for each Segment Manager and DCG.

NC DPR manages the two state parks located within the study area. Stone Mountain State Park is noted as Priority One because of the significant MST trail building momentum taking place by EVTA south of the park. Also, only a small section of designated MST exist within Stone Mountain State Park, while a significant section of MST is designated throughout Pilot Mountain State Park, which is identified as a Priority Two focus area. NC DPR's focus for Pilot Mountain will be to work with other Segment Managers and DCGs to determine how best to connect into the park's west side.

Wilkes County's political jurisdiction only extends within Section Two of the study area. This county has provided authority to EVTA to work with landowners and to construct trail within its jurisdiction. Wilkes County has agreed to legally hold all trail easements on behalf of EVTA throughout Section Two. As discussed later, Section Two is a Priority One focus area for EVTA.

Surry County and its Recreation Department are making significant strides with landowners to establish the MST along the Yadkin River. Sub-Sections 4a and 4b represent areas immediately east of the Trail Towns Section. Because of the opportunity to link county areas into Elkin and Jonesville, these sub-sections remain a major priority. Furthermore, the Surry County Recreation

Implementation Priorities for Segment Managers and Delegated Community Groups (DCGs)

Implementation Priorities

	Priority 1	Priority 2		
Segment Managers	NPS	Section 1		
	NC DPR	Stone Mountain State Park	Pilot Mountain State Park	
	Wilkes County	Section 2		
	Surry County	Sub-Section 4a-4b	Sub-Sections 4d-4f	
	Yadkin County	Sub-Section 4c	Sub-Sections 4d-4f	
	Town of Elkin	Trail Towns		
	Town of Jonesville	Trail Towns		
	Town of Boonville	Sub-Section 4d		
	DCGs	EVTA	Section 2	Trail Towns; Sub-Section 4a-4c
		RPS	Sub-Section 4e	Sub-Section 4d
STA		Sub-Section 4f		
FSM		Pilot Mountain State Park		

NC DPR - North Carolina Division of Parks and Recreation
 EVTA - Elkin Valley Trails Association
 RPS - Rockford Preservation Society
 STA - Surra w n Trails Association
 DCG - Delegated Community Group
 FSM - Friends of Surra w n Mountains

Implementation Priorities Continued

Department has received landowner endorsements along these sections, which if built, could spawn further landowner willingness to the east in Sub-Sections 4d and 4f, which are the Priority Two areas for Surry County.

The Yadkin County's Sub-Section 4c will build upon Surry County's Sub-Section 4b efforts to link the trail west into the municipal areas of Elkin and Jonesville. Sub-Section 4c is the first area east of the municipal areas in which the preferred trail route extends into Yadkin County. Furthermore, there are no other DCGs that have agreed to focus within this Sub-Section with the exception of EVTA, which will need to focus their efforts elsewhere for years to come. Sub-Sections 4d and 4f are noted as Yadkin County's Priority Two focus areas. The County should work with DCG's to construct trail that links rural areas with Pilot Mountain State Park. As noted in the table, 4d and 4f are Priority One focus areas for Booneville and STA, respectively.

The Town of Elkin and Town of Jonesville will need to maintain focus within their jurisdictions, which includes the whole of the Trail Town Planning Section. A complete MST within these municipal areas will become a hub for trail activity and economic development.

Town of Booneville should work with Yadkin County leadership to develop trail within Sub-Section 4d and

along the south Yadkin River that spur directly into the municipal jurisdiction of Booneville.

EVTA's focused efforts throughout Section Two have resulted in various new sections of trail, multiple trail bridge installations, the procurement of significant private funds and grants, and a high level of trust among landowners throughout the region. Throughout the planning process, EVTA leadership expressed their determination to remain primarily focused on Section 2, while assisting when opportunities presented themselves throughout the larger study area (i.e. a landowner wants to provide an easement). EVTA's Priority Two focus areas include Trail Towns and Sub-Sections 4a, 4b, and 4c. The organization's expressed long-term goal has been to primarily focus from Stone Mountain State Park, to Elkin, and then to the Mitchell River, which is located within Sub-Section 4c.

Rockford Preservation Society's (RPS) primary focus is not trail development, but preserving and restoring historical building throughout their historic village. However, RPS is willing to establish a committee that can work alongside Surry County and other DCGs to develop new trail. Sub-Section 4e is anchored by Rockford and serves as the RPS Priority One focus area. Sub-Section 4f, the RPS Priority Two focus area, would provide for a connection from the Village to Pilot Mountain State Park.

Sauratown Trails Association (STA) has expressed a willingness to assist with developing a trail, including equestrian user access, west of Pilot Mountain State Park. Although STA's continues to work primarily in Stokes County, their Priority One focus areas are within this study area includes Sub-Section 4f.

Friends of Sauratown Mountains (FSM) has developed an ongoing relationship with Pilot Mountain State Park and Hanging Rock State Park (east of study area) to assist with MST trail development and maintenance. FSM should continue to work alongside officials at Pilot Mountain State Park to continue improving the MST and establishing an official connection into the Park's west side.

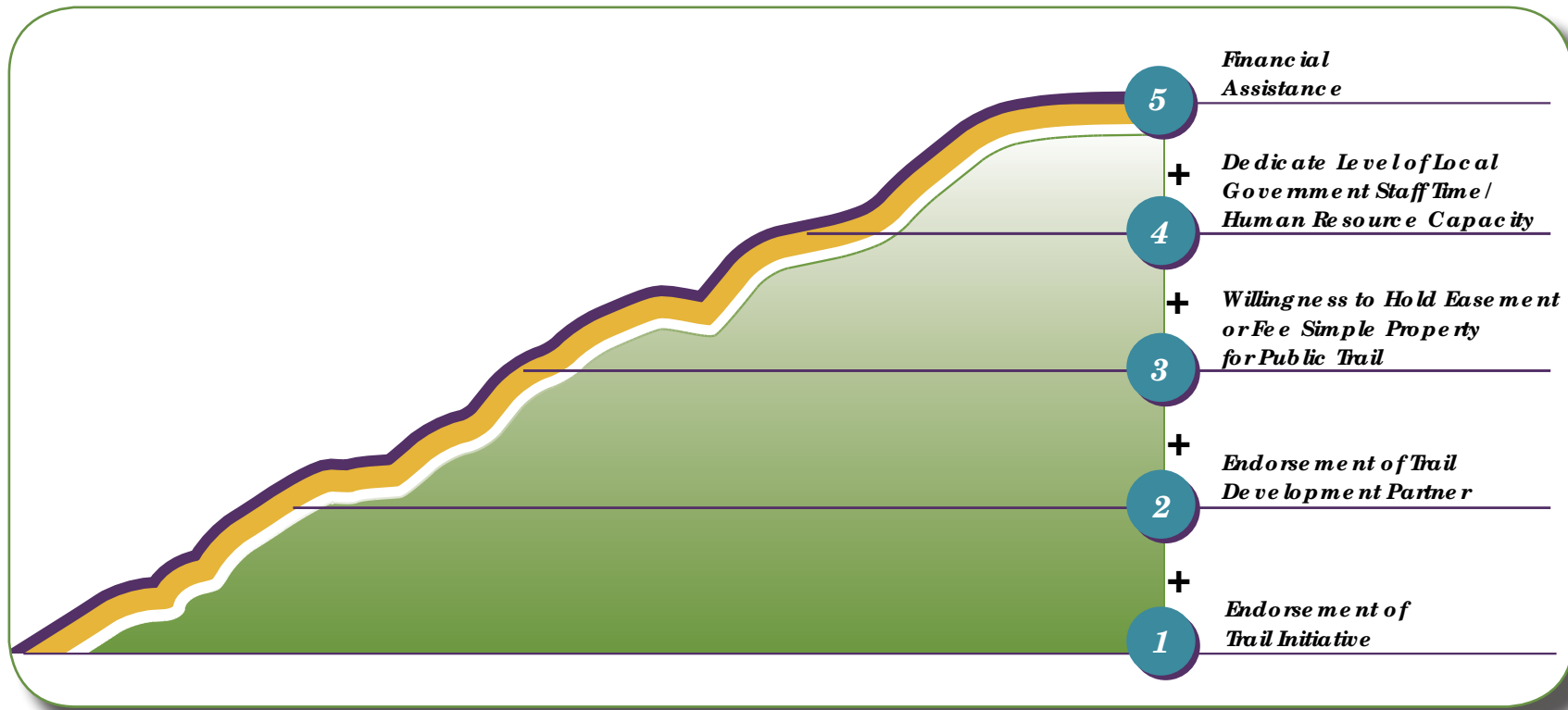
Justifying the Need and Climbing the Trail Support Spectrum

Creating destination-quality trail systems can often require a significant commitment from local government Section Managers, including staff time and often local funds. However, efforts must be made to partner with local trail organizations and enthusiasts to assist with planning, fund raising, and relationship development with landowners. As

with any other public project, financial and human resource costs must align with public benefit. Each jurisdiction must evaluate their staff capacity, political will, and financial ability to invest in developing their local trail system.

The benefits of creating a trail system are far-reaching, particularly if such a system can incorporate portions of such an extensive statewide effort like the Mountains-to-Sea Trail. Counties and towns throughout North Carolina are investing in trail systems to attract and retain young families, to provide healthy and safe places for families and the elderly to walk or run, and to create connectivity and healthy transportation choices that link neighborhoods, public spaces, and business centers.

Collectively, trail and greenway development is a crucial component for economic development, maintaining quality of life that is competitive with other communities, and creating a built environment that supports healthy living.



The Trail Support Spectrum illustrates the incremental steps local governments can take to support trail development.

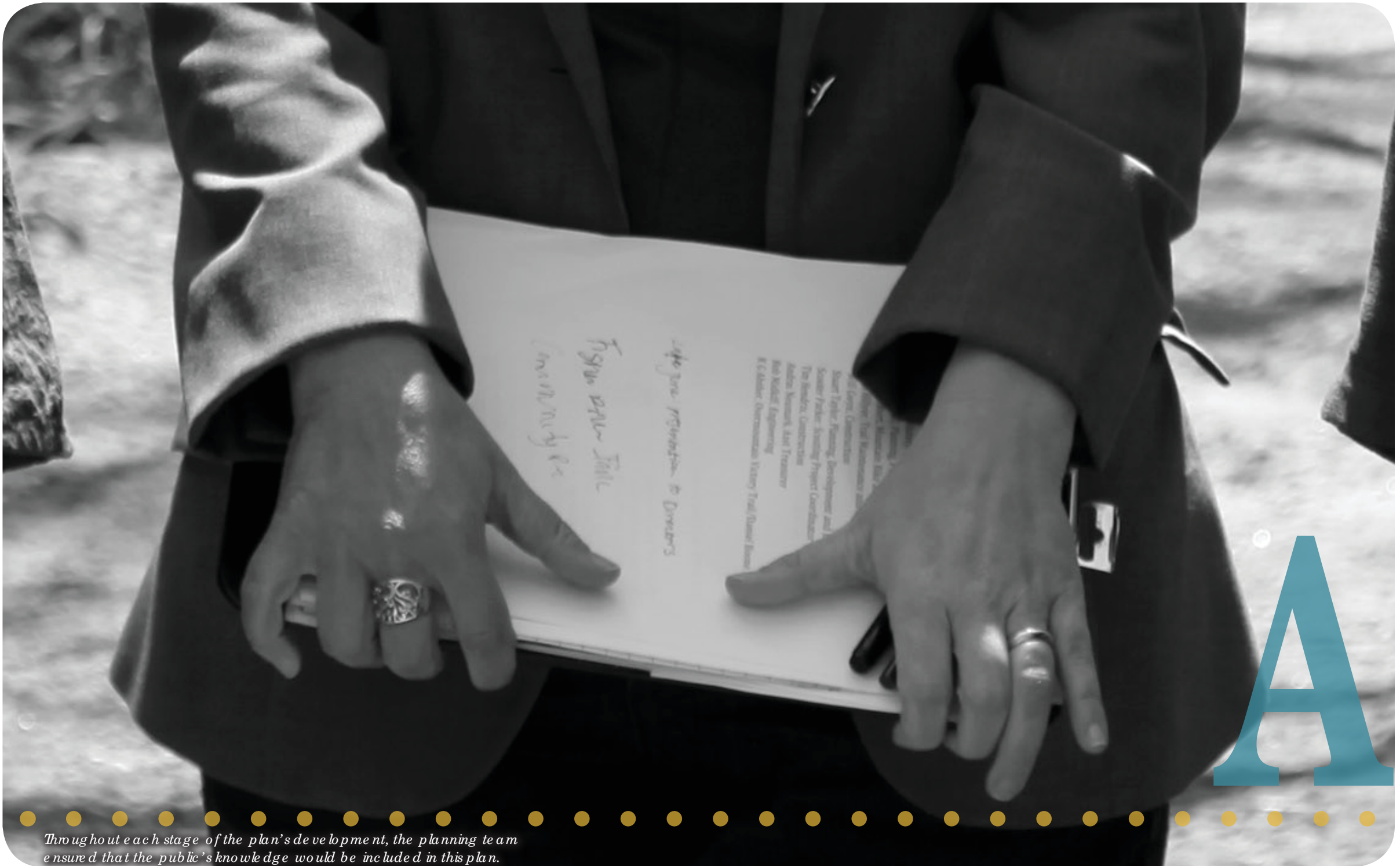
Collectively, trail and greenway development is a crucial component for economic development, maintaining quality of life that is competitive with other communities, and creating a built environment that supports healthy living. Efforts to build the MST along the Yadkin River corridor have been well-supported in locally adopted plans, including those related to parks and recreation, land use,

transportation, and health. Leaders must continue to educate local citizens on how greenways and trails help meet these identified public needs, while working creatively with local trail organizations to help provide human resource capacity and effectively communicating to grant-making organizations. While some local jurisdictions have made significant investments in trail development thus far, all local government leaders must continue to climb the “Trail Support Spectrum,” which includes five (5) incremental and progressive steps noted in the graph (left).

Objectives

- 1.** Segment Managers should work together to identify, educate, and assist trail champions along the MST planned route from Stone Mountain State Park to Pilot Mountain State Park.
- 2.** To increase their capacity, Segment Managers should develop an MOU (see example in appendix) with a DCG and commit to a minimum Level 3 on the Trail Support Spectrum.
- 3.** Establish a Joint Segment Manager/DCG Taskforce dedicated solely to implementing this section of the MST. The Joint Segment Manager Taskforce should begin with creating a landowner outreach plan and consider promotional material, such as a video, that educates local landowners on the importance of the trail.
- 4.** Each segment manager and DCG should continue to work with commercial businesses (wineries, bed and breakfasts’, etc.) that have a vested interest in economic development associated with the completion of the MST.





Immerse
Figure 2-10
Map for... to Drivers

State Policy Planning, Development and
Scenic Policy Planning Project Coordination
The Boulder, Colorado
Adrian Bennett, Lead Treasurer
Rob Miller, Engineering
K. Amber, Development; Victor, Trail, State...

A

APPENDIX

Throughout each stage of the plan's development, the planning team ensured that the public's knowledge would be included in this plan.

(A-1) Key Stakeholders

Town of Elkin
 Town of Jonesville
 Town of Booneville
 Wilkes County
 Surry County
 Yadkin County

 North Carolina Division of Parks and Recreation
 Stone Mountain State Park
 Pilot Mountain State Park

 Elkin Valley Trails Association
 Yadkin River Heritage Corridor Partnership
 Friends of the Mountains-to-Sea Trail
 Rockford Historical Society
 Sauratown Trails Association
 Friends of Sauratown Mountains
 Yadkin Valley Riverkeepers
 Yadkin Valley Trail Riders

(A-2) Potential Funding Sources

Grant Agency	Active Living / Built-Environment Implications	Maximum Grant Amount	Matching Funds Required	Grant Deadlines
Clean Water Management Trust Fund (www.cwmtf.net)	Land Acquisition: Fee Simple or Easement. Must protect floodplain areas. Greenway trails and other park areas are allowed.	N/A	Not specified, but 20% is competitive	February 1st
NC Water Resources (www.ncwater.org)	River access areas or greenways along rivers	N/A	50%	January 1st and June 1st
Recreation Trails Program (ncparks.gov/About/grants/main.php)	All types of trails and greenways	\$100,000	25%	February 1st
Parks and Recreation Trust Fund (ncparks.gov/About/grants/main.php)	All types of parks, trails, and recreation facilities	\$500,000	50%	February 1st
Bikes Belong Foundation	Trails and Greenways	\$10,000	20%	May 24th
Grant Resources for Trail Easement Acquisition and/or Trail Construction				
NC DOT Transportation Plan For Bike and Pedestrian Projects	Bike and Pedestrian Projects - both engineering and construction	N/A (for major projects)	20% generally	N/A

(A-3) Assets

General assets such as public land or parks were identified by using tax records through GIS. Additionally, key stakeholders noted many of the assets. Lastly, the public workshop allowed citizens to note any assets within the study area.

Asset Inventory			
Section	Geographic Area	Assets	River Access
Section 1	Stone Mountain State Park	Stone Mountain State Park	
		Stone Mountain Country Store	
Section 2	Wells Knob	Wells Knob	
		Stone Mountain State Park	
		Samuel Johnson Historical Graveyard	
		Welcome Home Baptist Church	
		Rental Cabins	
		Elkin Creek Vineyard	
		Grassy Creek Vineyard	
		Works Loop at Surry Center	
		Pond Loop at Elkin Reservoir	
		Carter Falls	
Section 2A	John P Frank Parkway to Roaring Gap	Stone Mountain State Park	
		Samuel Johnson Historical Graveyard	
		Stone Mountain Country Store	
		Welcome Home Baptist Church	
Section 2B	Roaring Gap Road to Murray	Wells Knob	
		Rental Cabins	
Section 2C	Murray Road to Elkin City Park	Carter Falls	
		Grassy Creek Vineyard	
		Elkin Creek Vineyard	
		Pond Loop at Elkin Reservoir	
		Works Loop at Surry Center	
Trail Towns	Elkin City Park to Interstate Park	Elkin City Park	Crater Park River Access
		Proposed Heritage and Trail Center	
		Crater Park	
		Jonesville Trail Park	

		Jonesville Visitor Center	
		Interstate Park	
Section 4	Yadkin River Corridor	Surry County Property	Shores River Access
		Carolina Winery	Rockford River Access
		Elkin Municipal Airport	Proposed Mitchell River Access
		Town of Elkin Property	
		Town of Jonesville Property	
		Holly Ridge Family Campground	
		Hutton Vineyards	
		Rockford Bed & Breakfast	
		Historic Richmond Hill Nature Park	
		Limerock	
		Shoals Community Recreation Center	
Section 4A	Interstate Park to Riverview Lane		
Section 4B	Riverview Lane to Surry County Property	Town of Jonesville Property	
		Surry County Property	
Section 4C	Surry County Property to Shores River Access	Surry County Property	Proposed Mitchell River Access
		Town of Elkin Property	
		Elkin Municipal Airport	
		Carolina Winery	
Section 4D	Shores River Access to Rockford	Holly Ridge Family Campground	Shores River Access
		Hutton Vineyards	
		Rockford Bed & Breakfast	
Section 4E	Rockford to Siloam Road	Historic Richmond Hill Nature Park	Rockford River Access
		Limerock	
Section 4F	Siloam Road to Pilot Mountain State Park	Shoals Community Recreation Center	
Section 5	Pilot Mountain State Park	Pilot Mountain State Park	Shoals River Access

(A-4) Public Workshop: March 20, 2014

Attendance

Over 80 citizens attended the public workshop. Those who chose to sign-in are listed to the right.

- Clyde Colwell
- Pat Colwell
- Bob Larson
- Melanie Jones
- Mike Poston
- Andrew Mackie
- Anna Black
- Julia N
- Adam McComb
- Sam Bishop
- LuAnn Bryan
- John Lanman
- Jim Hallsey
- Jennie Hallsey
- Del Mendenhall
- Jenny Mendenhall
- Lary Wagoner
- Rita Wagoner
- Amy Phillips
- Charles Triplett
- Becky Triplett
- Paul Carter
- Don Bergely
- Teddy Norman
- Dale Atkinson
- Marty Gamis
- Henry Key
- Susan Rose
- Steve Noga

- Leslie Schlander
- Joseph Hicks
- Dale Caveny
- Tom Bastable
- Andrew Gamer
- Tommy Holcomb
- Richard Moore
- Jeff Yocel
- Marilyn Colvin
- Emily Grogan
- Seven Mierisch

Ideas, Insights, Barriers, and Big Ideas

Ideas Continued

37. View of Pilot Mountain from the river is a real surprise! Looks close enough to touch, but it's about 4 miles away. (Contact Paul Canter at Rockford Outfitters)
38. Keep cyclists first!
39. Many birds and water mammals (otters), insects (dragonflies), and butterflies can be seen from the river
40. Bike friendly connector
41. Put a pedestrian bridge here
42. Develop fishing and camping areas in conjunction with proposed canoe access
43. Put pedestrian bridge where old "Elkin" bridge was
44. Yadkin River - Provide canoe/kayaks to hikers to easily float part of their hike (multi-day hikers) Elkin to ? Fees (rentals) could fund it and provide EVTA some additional funds.
45. Designated trail stops along trail route near historic or Civil War markers
46. Horse trail around Elkin, also need parking for trailers and camping
47. Portable toilets along trail
48. Need designated or assigned people to keep areas of trail clean. Maybe folks that live in the trail area.
49. Develop parking and camping areas for horse riding
50. Appoint clubs or groups to maintain trails
51. Trailhead parking (gravel lot)
52. Hitching posts at trailhead and places of interest (i.e. prime spot, store, etc)
53. Hitching posts at campgrounds (that you already know about)
54. Horse back riding on all trails in town limits
55. Horse back riding on all trails in town limits
56. Parking and camping for horse trails
57. Bridges to accommodate horses
58. Pit toilets
59. Pit toilets

Ideas Continued

60. Bathrooms at campgrounds
61. Bridges to accommodate horses
62. Trailhead parking
63. Hitching posts
64. Bathrooms at campgrounds
65. Horses on trails in city limits
66. Additional trailheads along Wells Knob sector - horse trailer accessible and hitching posts
67. Perhaps hang suspended bridge under either I-77 bridge or Gwyn McNeil bridge
68. Include horse back riding on all trails
69. Multiple pit toilet stations along trail
70. NC Kiosk at Devils Garden as you enter Stone Mountain to include a map
71. Mountain biking; Parking/Trailhead
72. Single track mountain bike trails off of the main trail
73. Promote Richmond Hill; site of a famous law school operated by Justice Richmond Perse (1806-1878)
74. Bring forward paddleway and access; boaters can be serviced at trails center too
75. Bamey Hill, a historic Community of Colon, could be a good trail stop
76. An old millstead on the river, Reps Mountain Mill, ripples in water were named for county newspaper, "The Yadkin Ripple"
77. Tanyard Creek Trail from the river to Boonville, via the Coram Falls and Abandoned Town of Dan's
78. Mountain bike trail at Stone Mountain
79. Provide all major trail use types: Hike, horse, bike, canoe
80. Develop side trails along old logging road South of main crossing. Two landowners will provide access
81. Construct large bridge for multi use across Grassy Creek (can secure extra funding if bridge supports tractors for access to both sides)

Ideas, Insights, Barriers, and Big Ideas

Ideas

82. Connect with a spur trail to Boonville and bike trail throughout the scenic part of Yadkin County
83. How can trail tie into Ararat River Greenway in Mount Airy?
84. North Yadkin Canoe Access needed
85. Have the trail go through or near Rockford (the old historic county seat), bringing attention to this long neglected area
86. NC Civil War Trail marker at Siloam
87. Possibly take trail up to Upper Falls, then to picnic area then by old home site to horse trail, bringing hikers by campground
88. Bridle/hiking trail continued along the Yadkin River going West
89. Build horse trail from stone Mountain horse trail to NC WRC campground as alternative MST route
90. Connect Doughton Park Trails to the horse trail at Stone Mountain then onto Stone Mountain Trails (Wells Knob trail)
91. Take trail south of Widows Creek TH past Old church to old campground then go up old trail to Wolf Rock then down Cedar Rock for Views
92. Need template for structure, signage, and bridges. These need to be in different sizes, capacity, and themes for construction. Provide drawings, materials, and approximate cost. This provides guidance to individual groups who are raising money, support, and performing construction. This also provides continuity of look and feel for the various sections that will be built at different times. The templates form a coordinated design guide and manual for many different groups to work from and the project looks as one master plan.
93. Bridges and major structures need ability to provide the businesses and individuals that provide materials or funding significant visibility - help secure funds
94. Need to coordinate designated "TAG" areas along trails that can be used for

Ideas Continued

- school education - "TAG" notes a significant place, event, description of artifacts, nature, etc. "TAG" can be read by smart phone. This hooks to links of audio of historical memories video of events, reenactments, text, and pictures describing rocks, plants, trees. Need to plan out significant features and coordinate local groups to collect and catalogue the material. Get older people to record their memories of significant places

Insights

- 95. Staying north of the Yadkin R gives access to Pilot without having to cross the Yadkin
- 96. Mailboxes help with documentation (day use, weekend hikes, or long distance)
- 97. Need to develop both sides of the river so you can quickly create a long loop for biking, walking, and running. The area is fairly flat and provides a less demanding bike loop for cruises- Need two crossing points across the river- This provides both towns ability to have formal runs and walks and also gives route with some mileage to provide good exercise while staying local
- 98. There is a historic building on parkland about 75 yards from corridor trail
- 99. Stoneman Raiders visited in 1865 (Chris Hartley's new book on Stoneman's raid, published in 2011) (Judy Wolfe is Jonesville History Center's chair) Stoneman's Raiders and General Stoneman himself stopped here. There is an active Rockford preservation society
- 100. Several maps locate these ferry sites
- 101. Huge potential for increased recreational use
- 102. Floodplain east of Elkin could mean camping
- 103. Need hostel/love might accommodations to anchor a trail town
- 104. Widen road for bike/ped
- 105. Funding for better ramp to launch kayaks and boats that is safe and sturdy. BIKE-HIKE-PADDLE destination that is safe

Ideas, Insights, Barriers, and Big Ideas

Insights

- 106. Open up trails to all users (better economic benefit)
- 107. Need bikes for Cherokee to Stone Mountain to Triphill road.
- 108. Outfitter needed
- 109. Great field at corner of Elkin Creek and Yadkin river; place rope bridge to cross
- 110. Trail to town presentations need to be given to every Board of Realtors from Alleghany to the coast, especially in Wilkes, Surry, Alleghany, etc. They know which properties may be available for sale and/or lease. Awareness is fundamental.
- 111. This area is full of a variety of wildlife. Maybe add information on the wildlife in the area.
- 112. Park is interested in this property
- 113. Existing trail/side walk needs improvement (It is in poor shape)
- 114. Loop trail would benefit both communities, I hate back-tracking on a trail
- 115. More ownership from DOT to DENIL
- 116. Have trails in works at park
- 117. Access to small corner store in Shoals at corner of Stoney Ridge Rd and Shoals Road
- 118. .25 miles from PMSP access; 18 holes disc golf, store, restrooms, trails, ballfields
- 119. Users don't want to be excluded in trail concepts. Better for all if included
- 120. 18 holes disc golf, ball fields, trail
- 121. Cyc lists need trails! Biggest use group after hikers with nowhere to go
- 122. Please include these animals and the quality of the river water itself
- 123. Cycling is the way forward in recreational trail use economic development
- 124. Too much traffic- especially big trucks. Need to re-route truck traffic
- 125. Natural fishing area
- 126. Find designated camp sites between Elkin and Shoals so a 3-4 day trip is possible.
- 127. Civil War trail through Southem Surry

Insights Continued

- 128. Riders will come from miles around to ride the trail, economic boost will be tremendous. There are lots of riders with nowhere to ride
- 129. Beauty and cleanliness means more people using the trail
- 130. Town heritage center links to Jonesville and Elkin
- 131. Use available land avoiding the main trail to build IMBA-class single track
- 132. Yadkin County's most underpromoted asset, but has active Law School commission sponsored by Yadkin County Government
- 133. Services to boaters; Boaters need a part in overall plan (another economic benefit)
- 134. Both Hanging Rock and Kerr Scott have had tremendous success and there's nothing similar in the Stone Mountain area
- 135. Resign and revitalize Yadkin River Paddle Trail
- 136. Whole area from lake to Carter Mill Rd is beautiful along Grassy Creek. This area ties in with local winery and landowners that want to share the beauty of the area
- 137. I understand that there are high bluffs in this area on limited access along river
- 138. Booneville is a small, pleasant town with restaurants, flour mill, wineries, Daniel Boone trail, etc.
- 139. Rockford Canoe rental
- 140. MAP+R is working on a plan to connect Ararat River Greenway and the Taylor Greenway. Trail will be 107 miles when done
- 141. Neglected area
- 142. Stoneman's Raiders stopped here in 1865
- 143. There is an open old homesite here that flowers
- 144. It would be North Carolina's version of the New River Trail up in Virginia
- 145. NC WRC owns an 11 acre Hunt Camp which serves as TH for Basin cone
- 146. Horse trail at Stone Mountain is very nice, but too short
- 147. There is a bridge and parking lot here
-
-
-

Ideas, Insights, Barriers, and Big Ideas

Barriers

148. No bridge over Ararat River if trail stays north
149. Damage control for mailboxes - need for replenishing paper, pens, etc
150. Currently there is not sufficient connected trail to entice people to bring bikes and use the trails - mostly just for walking right now
151. No existing bridge over Ararat River
152. Horse users
153. Tired infrastructure in town
154. Brownfield could be negative or positive
155. Truck traffic can get heavy at 2nd option of pedestrian bridge
156. Expenses for another bridge over the Yadkin further South
157. State policy needs changing (horse-people resistance)
158. Trucks in town; Can we re-route some trails? Bridge - Pedestrian beside traffic Bridge
159. Need good co-operation with DOT
160. Need better river access- larger, sturdier, launch ramp from Crater Park
161. No bridge
162. Railroad crossing needs cover to protect trail users from falling debris from trains
163. Lack of a good team to promote this idea in Yadkin County
164. Landowner easement
165. Need a team going west
166. .25 mile distance from PMSP corridor to Shoals recreation center, however, this could be easily overcome
167. Why resistance now? Community outreach
168. Change is hard for some
169. Old school recreational management systems and beliefs
170. Railroad - Be a partner
171. As an avid cyclist, it is concerning that I've heard portions of the trail will preclude use by cyclists, this would prevent a mountain to sea ride, which will

Barriers Continued

- lower support from the cycling community
- 172. Landowners, money, time
- 173. Town ordinance against horses
- 174. Right of way with Southern Rail from Elkin to Mitchell River
- 175. People who don't work and mooch off the government will always be a drag on the trail, they will abuse it when the rest of us are at work!
- 176. Change regulation in town of Elkin pertaining to horses
- 177. Traffic barriers from Traphill Rd. to Elkin
- 178. Town ordinance against horses
- 179. Town ordinance against horses
- 180. Right of way with railroad
- 181. Town ordinance
- 182. Deer season
- 183. Deer season
- 184. Town ordinance against horses
- 185. Town ordinance against horses
- 186. DOT acceptance or water flood plain
- 187. Town ordinance against horses
- 188. Carter Mill land (waterfalls) landowner resistance
- 189. Large land parcel availability
- 190. The terrain from the river trail is uphill
- 191. Boat ramp needs repair
- 192. Bamey Hill community doesn't know that the MST exists
- 193. Park management
- 194. Land use
- 195. Construction experience
- 196. Main crossing needs large bridge - using Eagle Scout project and local business to support construction of large bridge.
-
-
-

Ideas, Insights, Barriers, and Big Ideas

Insights

- 197. Side trails will need two small bridges for foot traffic
- 198. Railroad traffic and lack of pedestrian/equestrian/portage access at ?
- 199. Not much parking
- 200. Need better crossing over fence
- 201. Railroad is a big barrier unless it retires. Could route South side of Yadkin
- 202. Cannot build new trail on NPS land
- 203. A hazardous Waterfall that needs to be fenced to make safe, but it could be done.

Big Ideas

- 204. Cycling on all trails
- 205. Have small libraries along trails for hiker to borrow books and return at other box
- 206. Carriage trails
- 207. Picnic areas and restrooms every 10-12 miles
- 208. Camp Raven Knob, Boy Scout Camp, Equestrian (Alt MST route for hikers and horses from Stone Mtn horse parking to NC WRC Hunt Camp just outside Daughton Park. This would tie in 6.5 Fire Rd (open to riding) with rest of horse trails and create 30+ miles of backpack loop for hikers
- 209. Suspension bridge under I-77
- 210. Campgrounds: Many separate for horses and people
- 211. Hostel
- 212. Single track mountain biking
- 213. Bike Routes - Yadkin Co.
- 214. Trailhead parking
- 215. Connect Booneville



(A-6) Trail Towns Assessment Summary

A representative from both Elkin and Jonesville responded to a 100 question assessment regarding the accommodations of the town for trail users. The adjacent chart provides their thoughts on some of the major trail town themes. The full assessments can be found in the following sections (A-7 and A-8).

	Elkin	Jonesville
General Access & Signage	Trail runs through business district, though wayfinder signage needs improvement.	Trail is two blocks from business district, however there is no wayfinder signage.
Safety	Downtown is very pedestrian friendly, however additional bike lanes are necessary.	Sidewalks need improvement and there are currently no bike lanes.
Parking	Parking is plentiful and secure; there is a sufficient amount of bike racks.	Parking opportunities for trail-users are limited and there are currently no bike racks.
Food Services	Wide variety of food services ranging from grocery stores to family style restaurants.	Very limited food services.
Retail Services	Retail services exist, but few cater to the needs of trail-users	Retail services are very limited.
Services and Amenities	There is a park, public restrooms, nearby camping, and a B&B to stay overnight.	There is a public park, however there is no lodging for trail users.

(A-7) Trail Towns Assessment: Elkin

General Access (Q1-Q4)

Q1: What is the distance between the business district and the trail? In blocks or miles.	It is on the trail . . . zero distance
Q2: What is the grade between the trail and your town?	Flat
Q3: How easy is it for trail visitors to access your downtown from the trail? Are there signs and pathways, or does the trail go through the town?	Extremely easy. There is a trail to town and the trails goes through town.
Q4: How easy is it for motorists to access the trail from your town? Is there available parking?	Parking right on the trail. Lots of parking in the Park and town.

Signage (Q5-Q10)

Q5: Is there a Wayfinder signage system?	Yes
Q6: Is there adequate Wayfinder signage to the trail? (no label)	Needs Work
Q7: Is there adequate Wayfinder signage to town? (no label)	Needs Work
Q8: Is there sufficient signage and maps for the downtown area? (no label)	Needs Work
Q9: Is the signage sufficient for finding appropriate businesses and services? Ex: Bike repair shops, bed and breakfasts, etc. (no label)	Needs Work
Q10: Can visitors tell they have entered your town? Is there a "gateway moment", or physical feature notifying visitors of their arrival?	It is clear., Other (please specify) It should be intuitive but we are going to put up a sign.

Safety (Q11-26)

Q11: Are the roadways swept and kept clear?	Yes, always
Q12: Are there bike lanes in your town? If so, are they near the trail gateway?	Yes, but a limited amount., Comments: We are working on a bike lane system. Now it is fairly easy to ride on designated trails . . . Bike route # 4 Surry County.
Q13: Are bike lanes/shoulders free from debris and potholes? (no label)	Somewhat
Q14: Are the downtown sidewalks clean and free of debris? (no label)	Yes
Q15: Are the sidewalks in good shape? (no label)	Yes, they look great.
Q16: Is there sufficient room on the sidewalks for people to walk side-by-side?	Yes
Q17: Are steep sidewalks even and well maintained?	Yes
Q18: Are the curb crossing ramps too steep?	No
Q19: Are the sidewalks before driveway aprons sloped or flat?	Mostly sloped
Q20: Are all sidewalks continuous?	Yes
Q21: Are crosswalks well marked?	Yes
Q22: Do the majority of motorists respect pedestrian right-of-way in crosswalks?	Yes
Q23: In the downtown area, are there pedestrian walk/don't walk signals?	Yes
Q24: Do signals allow time for a child or older adult to cross the street?	Yes
Q25: Are pedestrians visible to motorists at crossings?	Yes
Q26: Do you personally feel safe walking through town?	Yes

Parking (Q27-36)

Q27: Is there sufficient on-street parking?	Yes
Q28: How many off-street parking lots placed behind stores? (no label)	Most
Q29: Are sidewalks free from cars exiting driveways/parking lots?	Yes
Q30: Are there sufficient bike racks?	Yes
Q31: Are bike racks placed in secure areas?	Yes, for the most part.
Q32: Are bike racks easy to find for visitors?	Yes
Q33: Are bike racks out of the way of pedestrians?	Yes
Q34: Are bike racks simple and easy to use?	Yes
Q35: Are there any creative bike racks? Ex: combination bike rack/bench, decorative details. (no label)	All
Q36: Are there safe hitching areas for horses?	None

Food Services (Q37-45)

Q37: Does your downtown area offer outdoor vending machines?	No
Q38: Does your downtown area offer grocery stores?	Yes
Q39: Does your downtown area offer a coffee shop?	Yes
Q40: Does your downtown area offer any fast food chains?	No
Q41: Does your downtown area offer an ice cream shop?	Yes
Q42: Does your downtown area offer any family style restaurants?	Yes
Q43: Does your downtown area offer an informal cafe?	Yes
Q44: Does your downtown area offer a bar or tavern?	Yes
Q45: Does your downtown area offer a restaurant with liquor service?	Yes

Retail Services (Q46-Q52)

Q46: Does your downtown area offer bike rentals?	No
Q47: Does your downtown area offer bike repair and equipment?	No
Q48: Does your downtown area offer a convenience store?	Yes
Q49: Does your downtown area offer a 24 hour ATM?	Yes
Q50: Does your downtown offer tack repair or cater to other horse related needs?	No
Q51: Does your downtown area offer a bookstore?	Yes
Q52: Does your downtown area offer a laundromat?	No

Services and Amenities (Q53-Q74)

Q53: Does your downtown area offer a hotel or inn?	No
Q54: Does your downtown area offer a bed and breakfast?	Yes
Q55: Does your downtown area offer a motel?	No
Q56: Does your downtown area offer nearby camping?	Yes
Q57: Does your downtown area offer emergency medical services?	No
Q58: Does your downtown area offer family medical services?	No
Q59: Does your downtown area offer shuttling services to nearby towns? (25 miles max)	Yes
Q60: Does your downtown area offer shuttling to distant locations? (250 miles max)	No
Q61: Does your downtown area offer a taxi service?	No
Q62: Does your downtown area offer a public park or green area?	Yes
Q63: Does your downtown area offer a restroom at the trail access point?	Yes

Services and Amenities Continued (Q53-Q74)

Q64: Does your downtown area offer a map or information about the town?	Yes
Q65: Does your downtown area offer a calendar of town events?	Yes
Q66: Does your downtown area offer access to computers? (i.e. at a library)	Yes
Q67: Does your downtown area offer sufficient trash and recycling receptacles?	Yes
Q68: Does your downtown area host special events to encourage visitors?	Yes, quite a few
Q69: Do your businesses use creative marketing tactics? (i.e. free ice cream, samples)	Some
Q70: Does your town organize town-to-town bike rides via the trail?	No
Q71: Is there a library, local historical society's office, or museum in town?	Library, Museum
Q72: How many of your businesses or public facilities are closed on the weekends?	A few are open
Q73: Is the trail linked to downtown events and happenings?	Yes, for the most part.
Q74: Is the town linked to trail events and happenings?	Yes, for the most part.

Visual Appearance (Q75-79)

Q75: Is there a sense of place and/or a unique identity to the downtown?	Yes
Q76: Does the town appear economically healthy?	Yes, for the most part.
Q77: Does the town feel safe?	Yes, for the most part.
Q78: Are walls and storefronts free of graffiti?	Yes, for the most part.
Q79: Is the landscaping appealing and well kept?	Yes, for the most part.

Buildings and Parking (Q80-84)

Q80: Are all buildings occupied?	Somewhat.
Q82: Is there a solid (not broken by parking lots) strip of businesses?	Yes
Q83: Are historic buildings restored and recognized?	Yes, for the most part.
Q84: Are the structures in town overall in good condition?	Yes, for the most part.

Store Fronts (Q85-89)

Q85: Are store windows kept clean?	Yes, for the most part.
Q86: Are store windows lit at night?	Somewhat
Q87: Are store fronts maintained? (Example: no broken glass, crumbling brick, or peeling paint)	Yes, for the most part.
Q88: Do stores have attractive window displays?	Yes, for the most part.
Q89: If there are garden beds outside, do stores have flowers?	Yes, for the most part.

Streetscape and Amenities (Q90-99)

Q90: Are there enough benches?	Somewhat
Q91: Are the benches well-placed? (eg: in shade, near high foot traffic areas)	Somewhat.
Q92: Are parks/green spaces well placed and used appropriately?	Yes, for the most part.
Q93: Do all parks have adequate bike racks and benches?	Yes
Q94: Do your restaurants offer outdoor seating?	Yes, for the most part.
Q95: Are there audible amenities-wind chimes, church bells, music, etc?	Yes many.
Q96: Are there banners and hanging baskets?	Yes, an appropriate amount.
Q97: Are there drinking fountains or other (potable) water sources?	No

Streetscape and Amenities Continued (Q90-99)

Q98: Does the town use human-scale night lighting? Yes

Q99: Are sidewalks wide enough to accommodate pedestrians? Yes, for the most part.

Thank-You (Q100)

Q100: Thanks for taking the survey! Happy Trails! Same to you. There were some extenuating answers

(A-8) Trail Towns Assessment: Jonesville

General Access (Q1-Q4)

Q1: What is the distance between the business district and the trail? In blocks or miles.	2 blocks
Q2: What is the grade between the trail and your town?	Hilly
Q3: How easy is it for trail visitors to access your downtown from the trail? Are there signs and pathways, or does the trail go through the town?	Jonesville "downtown" is somewhat diverse and spread out. The distance and ease of access varies greatly along the length of the trail
Q4: How easy is it for motorists to access the trail from your town? Is there available parking?	One parking area at Town Hall is open for access to the trail and another behind Starmount Plaza shopping center will be open soon.

Signage (Q5-Q10)

Q5: Is there a Wayfinder signage system?	No
Q6: Is there adequate Wayfinder signage to the trail? (no label)	Insufficient
Q7: Is there adequate Wayfinder signage to town? (no label)	Needs Work
Q8: Is there sufficient signage and maps for the downtown area? (no label)	Needs Work
Q9: Is the signage sufficient for finding appropriate businesses and services? Ex: Bike repair shops, bed and breakfasts, etc. (no label)	Needs Work
Q10: Can visitors tell they have entered your town? Is there a "gateway moment", or physical feature notifying visitors of their arrival?	It is clear.

Safety (Q11-Q26)

Q11: Are the roadways swept and kept clear?	Sometimes
Q12: Are there bike lanes in your town? If so, are they near the trail gateway?	No, we have none.
Q13: Are bike lanes/shoulders free from debris and potholes? (no label)	Somewhat
Q14: Are the downtown sidewalks clean and free of debris? (no label)	Somewhat
Q15: Are the sidewalks in good shape? (no label)	No, they need some work.
Q16: Is there sufficient room on the sidewalks for people to walk side-by-side?	Yes
Q17: Are steep sidewalks even and well maintained?	No
Q18: Are the curb crossing ramps too steep?	Somewhat
Q19: Are the sidewalks before driveway aprons sloped or flat?	Mostly flat
Q20: Are all sidewalks continuous?	No
Q21: Are crosswalks well marked?	No
Q22: Do the majority of motorists respect pedestrian right-of-way in crosswalks?	Rarely
Q23: In the downtown area, are there pedestrian walk/don't walk signals?	No
Q24: Do signals allow time for a child or older adult to cross the street?	<i>Respondent skipped this question</i>
Q25: Are pedestrians visible to motorists at crossings?	Yes
Q26: Do you personally feel safe walking through town?	Somewhat

Parking (Q27-Q36)

Q27: Is there sufficient on-street parking?	No
Q28: How many off-street parking lots placed behind stores? (no label)	None
Q29: Are sidewalks free from cars exiting driveways/parking lots?	Somewhat
Q30: Are there sufficient bike racks?	No
Q31: Are bike racks placed in secure areas?	<i>Respondent skipped this question</i>
Q32: Are bike racks easy to find for visitors?	<i>Respondent skipped this question</i>
Q33: Are bike racks out of the way of pedestrians?	<i>Respondent skipped this question</i>
Q34: Are bike racks simple and easy to use?	<i>Respondent skipped this question</i>
Q35: Are there any creative bike racks? Ex: combination bike rack/bench, decorative details. (no label)	None
Q36: Are there safe hitching areas for horses?	Some

Food Services (Q37-Q45)

Q37: Does your downtown area offer outdoor vending machines?	No
Q38: Does your downtown area offer grocery stores?	No
Q39: Does your downtown area offer a coffee shop?	No
Q40: Does your downtown area offer any fast food chains?	No
Q41: Does your downtown area offer an ice cream shop?	No
Q42: Does your downtown area offer any family style restaurants?	No
Q43: Does your downtown area offer an informal cafe?	Yes
Q44: Does your downtown area offer a bar or tavern?	No
Q45: Does your downtown area offer a restaurant with liquor service?	No

Retail Services (Q46-Q52)

Q46: Does your downtown area offer bike rentals?	No
Q47: Does your downtown area offer bike repair and equipment?	No
Q48: Does your downtown area offer a convenience store?	No
Q49: Does your downtown area offer a 24 hour ATM?	Yes
Q50: Does your downtown offer tack repair or cater to other horse related needs?	No
Q51: Does your downtown area offer a bookstore?	No
Q52: Does your downtown area offer a laundromat?	No

Services and Amenities (Q53-Q74)

Q53: Does your downtown area offer a hotel or inn?	No
Q54: Does your downtown area offer a bed and breakfast?	No
Q55: Does your downtown area offer a motel?	No
Q56: Does your downtown area offer nearby camping?	No
Q57: Does your downtown area offer emergency medical services?	No
Q58: Does your downtown area offer family medical services?	Yes
Q59: Does your downtown area offer shuttling services to nearby towns? (25 miles max)	No
Q60: Does your downtown area offer shuttling to distant locations? (250 miles max)	No
Q61: Does your downtown area offer a taxi service?	No
Q62: Does your downtown area offer a public park or green area?	Yes
Q63: Does your downtown area offer a restroom at the trail access point?	No

Services and Amenities Continued (Q53-Q74)

Q64: Does your downtown area offer a map or information about the town?	No
Q65: Does your downtown area offer a calendar of town events?	No
Q66: Does your downtown area offer access to computers? (i.e. at a library)	Yes
Q67: Does your downtown area offer sufficient trash and recycling receptacles?	Yes
Q68: Does your downtown area host special events to encourage visitors?	None
Q69: Do your businesses use creative marketing tactics? (i.e. free ice cream, samples)	None
Q70: Does your town organize town-to-town bike rides via the trail?	No
Q71: Is there a library, local historical society's office, or museum in town?	Library, Historical society office
Q72: How many of your businesses or public facilities are closed on the weekends?	Most are open
Q73: Is the trail linked to downtown events and happenings?	No, not very much.
Q74: Is the town linked to trail events and happenings?	No, not very much.

Visual Appearance (Q75-Q79)

Q75: Is there a sense of place and/or a unique identity to the downtown?	Somewhat
Q76: Does the town appear economically healthy?	Somewhat.
Q77: Does the town feel safe?	Yes, for the most part.
Q78: Are walls and storefronts free of graffiti?	Yes, for the most part.
Q79: Is the landscaping appealing and well kept?	Somewhat.

Buildings and Parking (Q80-Q84)

Q80: Are all buildings occupied?	Somewhat.
Q81: Are building codes enforced?	Somewhat.
Q82: Is there a solid (not broken by parking lots) strip of businesses?	No
Q83: Are historic buildings restored and recognized?	Somewhat.
Q84: Are the structures in town overall in good condition?	Somewhat.

Buildings and Parking (Q85-Q89)

Q85: Are store windows kept clean?	Somewhat.
Q86: Are store windows lit at night?	Somewhat
Q87: Are store fronts maintained? (Example: no broken glass, crumbling brick, or peeling paint)	No, not very much.
Q88: Do stores have attractive window displays?	Somewhat.
Q89: If there are garden beds outside, do stores have flowers?	No, not very often.

Streetscape and Amenities (Q90-Q99)

Q90: Are there enough benches?	No
Q91: Are the benches well-placed? (eg: in shade, near high foot traffic areas)	No
Q92: Are parks/green spaces well placed and used appropriately?	No, not very much.
Q93: Do all parks have adequate bike racks and benches?	No
Q94: Do your restaurants offer outdoor seating?	No, not very many.
Q95: Are there audible amenities-wind chimes, church bells, music, etc?	Some.
Q96: Are there banners and hanging baskets?	Some.
Q97: Are there drinking fountains or other (potable) water sources?	No

Streetscape and Amenities Continued (Q90-Q99)

Q98: Does the town use human-scale night lighting? No

Q99: Are sidewalks wide enough to accommodate pedestrians? Somewhat.

Thank-You (Q100)

Q100: Thanks for taking the survey! Happy Trails! I tried to limit my responses to just "downtown"

(A-9) Trail Towns Overview

The Friends of MST is working to ensure that communities along the MST are prepared to accommodate trail users. “Trail Town” planning is a critical part of this effort.

Being a trail town involves more than just being located on or near a trail. It is a title that reflects the hospitality of a community towards travelers who pass through during their outdoor expeditions. In addition to hospitality, a good trail town must have recreational opportunities as well as some sort of usefulness for its outdoor visitors. In order to establish a trail town identity, local governments and community organizations work together to bring trail users into the town, provide information about the community upon entry, educate local businesses on the benefits of meeting the needs of trail-users, establish or expand businesses to provide a market that meets the needs of trail-users such as outfitters, and collaborate with neighboring communities to promote the entire trail corridor as a recreational and tourist destination.

To maintain and promote a town’s image as a trail town, it is useful to establish an organization that focuses on promotion of local recreational, shopping, and lodging opportunities that meet the needs of trail-users.

Such an organization should be comprised of representatives from local government, businesses, and civic organizations. By collaborating their efforts, resources, and ideas, members of a trail town organization can ensure that the town serves as a hospitable stop for trail-users.

Characteristics of a Good “Trail Town”

1. An efficient and safe connection to the town
2. Trailhead parking for trail access
3. Provide signage for locating destinations, services, accommodations, etc.
4. Educate local businesses on the benefits of meeting the needs of trail-users
5. Expand or establish businesses to cater to the needs of trail-users
6. Collaborate with neighboring communities to promote the trail corridor as a tourist and recreational destination
7. Provide a walkable and bikeable environment to accommodate trail-users
8. Provide public restrooms with showers at trailheads
9. Establish a town organization dedicated to meeting the needs of trail users and promotion of the town as a reputable trail town



Source: <http://www.atatrail.org/h/docs/1TIManual.pdf>

(A-10) Trail Towns Case Study

Case Study

Damascus, VA

Damascus, VA is a great example of a small town that utilizes its location for economic benefit. The Appalachian Trail, the Iron Mountain Trail, and the Virginia Creeper Trail pass through it. Events, such as The Annual Trail Days Festival, draw between 15,000 and 20,000 people to the small town of 1,000 (McCown). Damascus has embraced its location and provided travelers with a wide variety of amenities including restaurants, inns & hostels, a laundromat, a library, outdoor outfitters, and free wireless town wide.

Washington County, home to Damascus and most of the Virginia Creeper Trail, boasted retail sales of approximately \$471,589,000 and lodging and restaurant sales of approximately \$56,953,000 in 2002. Yearly estimated visits are approximately 593,631. Given the appropriate amount of time for the MST to be completed, trail towns within the trail corridor could very likely share the same economic success if preparations are made to do so.

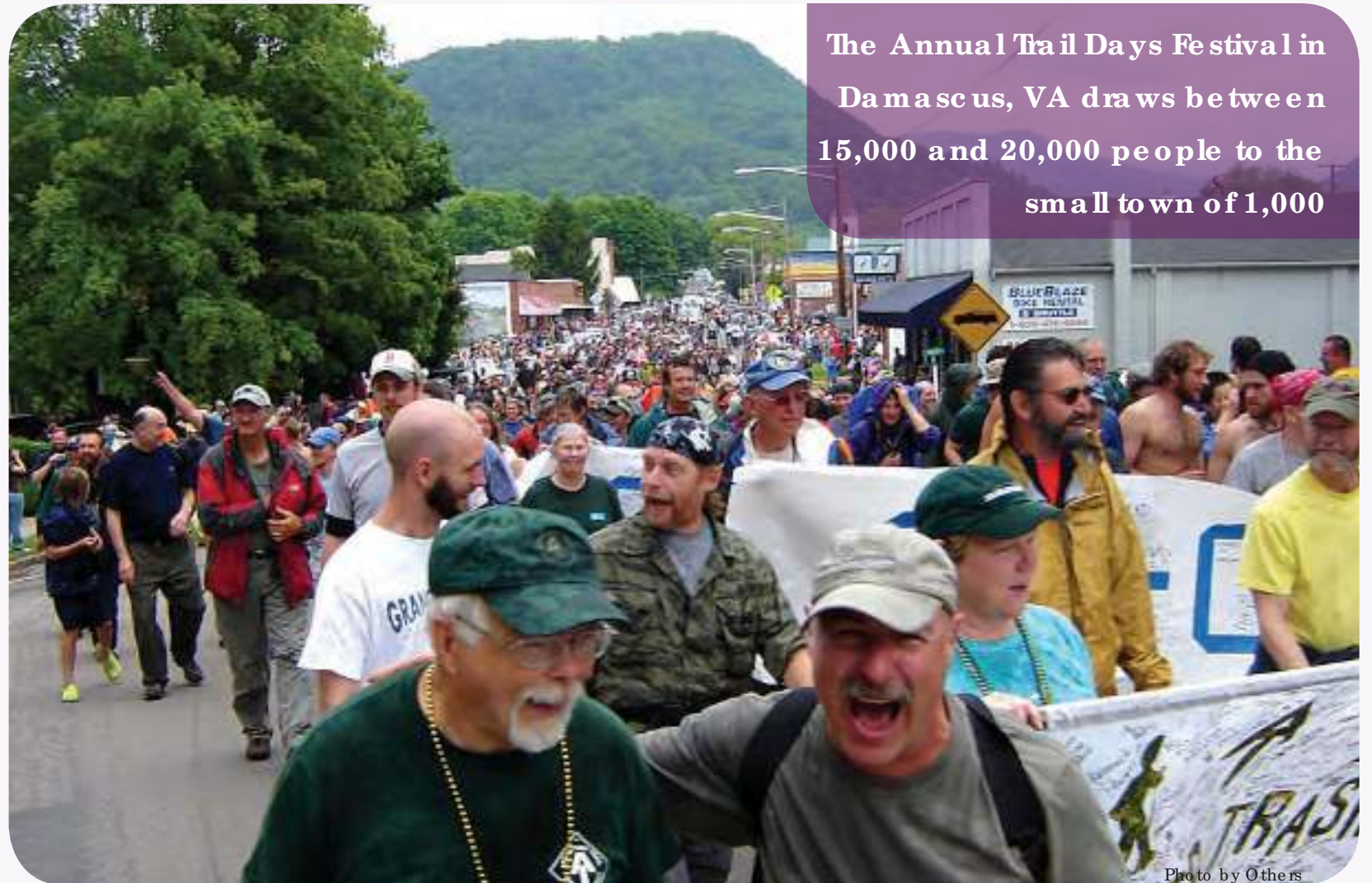


Photo by Others

(A-11) Letters of Support
 Surry County

21

EDDIE HARRIS
Chairman
South District

PAUL JOHNSON
Vice Chairman
West District

A. F. "BUCK" GOLDING
Central District

JIMMY MILLER
Mount Airy District

LARRY PHILLIPS
Mount Airy District



BOARD OF COMMISSIONERS
 Surry County Government Center
 118 Harely Road, Suite 225
 Dobbins, NC 27017

CHRIS KNOPP
County Manager

EDWIN M. WOLTZ
County Attorney

RESOLUTION TO SUPPORT THE ELKIN VALLEY TRAILS ASSOCIATION

WHEREAS, the County of Surry recognizes the recreational benefits, environmental benefits, and wellbeing of its citizens; and,

WHEREAS, the County of Surry wishes to provide ample and safe facilities for pedestrians, bicyclists, canoeist, and equestrian uses,

WHEREAS, the Elkin Valley Trails Association has begun planning and developing pedestrian, equestrian, boating, fishing, and bicycle facilities as a segment of the Mountain-to-Sea-Trail along Big Elkin Creek in Wilkes and Surry Counties and,

WHEREAS, the Elkin Valley Trails Association has begun planning and developing pedestrian, boating, fishing, and bicycle facilities along the Yadkin River in Wilkes, Yadkin, and Surry Counties as a segment of the Mountain-to-Sea-Trail and,

WHEREAS, the County of Surry strives to promote the efforts of the Elkin Valley Trails Association in developing section of the Mountain-to-Sea-Trail between Stone Mountain State Park, Pilot Mountain State Park, and Town of Elkin.

NOW, THEREFORE, BE IT RESOLVED that the County of Surry promotes the overall mission of the Elkin Valley Trails Association's goals to preserve, protect, enhance, and connect the cultural, natural, historical, and recreational assets of the Stone Mountain State Park, Pilot Mountain State Park, and the Town of Elkin and all other communities along the trail in between the two state parks,

WHEREAS, the County of Surry recognizes that the Elkin Valley Trails Association (EVTA) will encourage economic development by fostering the growth of entrepreneurship, tourism, and general business development while improving the quality of life for the region through increased emphasis on healthy lifestyles and educational opportunities.

FURTHER BE IT RESOLVED that the County of Surry will promote and encourage the Elkin Valley Trails Association's missions and goals for the entire region.

Adopted this 19th day of August, 2013.


Eddie Harris
Chairman


Conchita Atkins
Clerk to the Board



(336) 491-8201
(336) 491-8201 (TDD) Braille

(336) 491-8216 (FAX)
(336) 491-8215 (TDD)

NC High County COG

April 10, 2012

Darrell McBane, Manager
 NC State Trails Program
 NCDENR - Division of Parks and Rec.
 1615 Mail Service Center
 Raleigh, NC 27699-1615

Kate Dixon, Executive Director
 Friends of the Mountains to Sea Trail
 PO Box 10431
 Raleigh, NC 27605



Robert Johnson
Chairman of the Board

Gary D. Blevins
Vice Chairman

Brenda Lacey
Secretary

Danny McInnis
Treasurer

Rick Heinold
Executive Director

Re: Elkin Valley Trails Association

Dear Darrell and Kate:

In 2008, High Country Council of Governments (HCCOG) completed the High Country Regional Trail Plan. The trail plan identifies 389 miles of proposed trail in the seven-county High Country region. Our trail plan was coordinated with the Piedmont Triad's trail plan which was being completed about the time we were beginning. Both plans included the NC Mountains to Sea Trail (MST) as a major backbone of regional trail systems.

During the course of our planning effort, various options for the MST were suggested to connect Stone Mountain and Hanging Rock State Parks. No one alignment had consensus, and no alignment was being designed or constructed at the time. Therefore, the High Country Regional Trail Plan includes a primary MST alignment and four alternate MST alignments.

Since 2008, there have been many independent trail projects in our region. I recently became acquainted with Bill Blackley, Steering Committee Coordinator with the Elkin Valley Trails Association (EVTA). Bill described to me the planning, fundraising, property acquisition, and construction of trails that the EVTA is leading. One of their projects is the E&A Rail Trail, which will connect the Town of Elkin and Stone Mountain State Park along an abandoned railroad corridor. This alignment is essentially one of the MST alternates on our adopted plan.

The purpose of this letter is to show HCCOG's support of the EVTA's E&A Rail Trail, and request that the E&A Rail Trail alignment be considered the primary MST alignment from Stone Mountain State Park into western Surry County. I do not know of any other efforts to construct trail in that area. I have communicated with officials in Wilkes County, and know that EVTA is partnering with Yadkin River Greenway Council, so I feel that there is not a conflicting trail effort. EVTA's efforts to date bode well for successful extension of the MST as it leaves the Blue Ridge Parkway corridor and gets developed along private property into the piedmont.

Sincerely,

Phillip J. Trew, AICP
 Director of Planning and Development

408 Blue Market Blvd
 Boone, NC 28607

Phone: 828-265-6454
 Fax: 828-269-3439
 TTY: 1-800-735-2062
 Web: 1-800-735-8262

Web: www.hccog.org

Town of Elkin

TOWN MANAGER
Lloyd Wm. Payne, Jr.

TOWN ATTORNEY
Raymond A. Parker



Town of Elkin

MAYOR
Lestine H. Hutchens

COMMISSIONERS
Terry Kennedy
J. L. Lowe, Jr.
Cicely McCulloch
Joe Walker
Dr. Skip Whitman

April 27, 2012

Darrell McBane, Manager
NC State Trails Program
NCDENR – Division of Parks and Recreation
1015 Mail Service Center
Raleigh, North Carolina 27699-1615

Kate Dixon, Executive Director
Friends of the Mountain to Sea Trail
PO Box 10431
Raleigh, North Carolina 27603

Dear Mr. McBane and Ms. Dixon,

The Town of Elkin Staff and Commissioners have been very involved with and supportive of the Elkin Valley Trails Association (EVTA) plans to develop trails in the area between Stone Mountain and Pilot Mountain State Parks. As you may be aware, this group is focused on the installation and completion of a pedestrian trail from Elkin through the Elkin Valley to Stone Mountain following the already established Mountain to Sea alternate designations on the Elkin Creek and the Elkin & Alleghany Rail bed.

In an effort to collaborate and see this project through, the EVTA has been engaged with the Yadkin Valley Heritage Corridor, the Surry County Greenway Committee, the Yadkin River Greenway, Friends of the Mountain to Sea Trail (MST), the Yadkin Riverkeeper, the Friends of the Blue Ridge Parkway, the Brushy Mountain Cycle Club, the Overmountain Victory Trail, Stone Mountain State Park, equestrian groups, the Elkin Recreation and Parks Advisory Board, the Town of Elkin Board of Commissioners and Surry County Board of Commissioners.

We believe that the EVTA has demonstrated the will and perseverance to complete the trail between Elkin and Stone Mountain and we strongly support their efforts. According to the EVTA there is no activity or organizations working on establishing the primary MST route as currently mapped and their research has not provided any objections to this change in Surry or Wilkes County.

We ask that you consider the returning of the alternate route (Stone Mountain State Park to Elkin) to the primary route of the Mountain-to-Sea Trail. The recognition of this trail as the primary route would provide the EVTA better formal ability to talk with landowners in an effort to bring them on board.

Vulcan

To: Bill Blackley
From: Tim Hendrix, Manager of Elkin and 115 Quarries
Date: 5/18/11
Subject: Elkin Valley Trail Association

Dear Bill,

We appreciate the opportunity to be involved with the construction of the trail to the Old Shoe factory. Vulcan has for many years donated materials in support of Elkin's Parks and Recreation.

The Elkin Quarry is prepared to assist in construction of the rehabilitated trail, both with materials, equipment, and labor as needed.

Tim Hendrix,
Plant Manager of Elkin Quarry

Yadkin River Greenway



April 19, 2012

Darrell McBane, Manager
NC State Trails Program
NCDENR – Division of Parks and Rec.
1615 Mail Service Center
Raleigh, NC 27699-1615

Kate Dixon, Executive Director
Friends of the Mountains To Sea Trail
PO Box 10431
Raleigh, NC 27605

RE: **Elkin Valley Trails Association**

Dear Darrell and Kate:

The Yadkin River Greenway Council is aware of the outstanding planning and commitment that the Elkin Valley Trails Association (EVTA) is doing in developing a route from Elkin City Park in Elkin, NC in Surry County to Stone Mountain State Park in Wilkes County. When completed, the trail will link a city park to a state park and will also link up with sections of the Overmountain Victory National Historic Trail and the Yadkin Valley Heritage Corridor. The trail will eventually expand the opportunities for thousands of visitors and citizens from Wilkes and Surry Counties and outside the region. These visitors will enjoy the recreational benefits and beautiful natural resources.

Although the route is currently indicated as an alternate route for the NC Mountains To Sea Trail from Stone Mountain State Park to Pilot Mountain State and Hanging Rock State Park at Sawantown Mountain, I am aware of the vast advantages of moving out with this section as a Primary Route of the NC Mountains To Sea Trail. As we view the progress and potential routes of trail building in Wilkes County, I see no conflicts and much energy and planning going into the development of EVTA's proposed connector as the primary route. I therefore recommend this route from Elkin City Park to Stone Mountain State Park as a primary route of NC Mountains to Sea Trail.

The Elkin Valley Trails Association is doing an excellent job in working with the local landowners, stakeholders and partnering organizations. In fact, they have consulted with our organization the Yadkin River Greenway Council in order to gain insight, and apply it to their project planning and development. In addition, they are working hard to raise grant raise monies, and to increase public interest and support for the project. It is with pleasure that I recommend this proposed linkup of the NC Mountains To Sea Trail from Elkin City Park to Stone Mountain State Park.

Sincerely,

RG Aboer
Executive Director
Yadkin River Greenway Council
336-651-8967

Friends of the MST



P.O. Box 10431
Raleigh, NC 27607
919-698-9024
kdixon@ncmst.org
www.ncmst.org

April 26, 2011

TO: NC Adopt-A-Trail Funding Committee

FROM: Kate Dixon, Executive Director

RE: North Carolina's Mountains-to-Sea Trail and Letter of Support for Elkin Valley Trails Association Adopt-A-Trail Grant

We understand that you are considering extending grants for trail building and support throughout our beautiful state. The MST is North Carolina's flagship trail and was made an official part of the State Park System in 2000. Momentum is building all over the state to create new sections of trail, and we are delighted that The Elkin Valley Trails Association is willing to develop and renovate current trail in hopes of eventually adding to this system.

Already more than 500 miles of the MST are open across the state, and more and more people are starting to hike the trail using back roads to make connections between the established trail. Existing trail renovated within the Town of Elkin, will be an exciting destination for people – whether they want to complete the entire trail or explore short sections of it.

Friends of the Mountains-to-Sea Trail is the citizen-support group for the MST. We help communities build, maintain and promote the trail. Each year, we support the work of more than 1000 volunteers who build and maintain more than 400 miles of the MST for local governments and for state parks and federal agencies. We promote the trail through our website (www.ncmst.org) and the media. We help raise private dollars and also build state and federal support.

We hope you will vote to fund this grant to renovate a section of trail that will hopefully be included in the MST system at a later date. Please let me know if you have questions. We are eager to help you build the MST so that people can explore Surry County on the trail.



North Carolina Wildlife Resources Commission

April 30, 2014

Elkin Valley Trails Association
P.O. Box 91
Elkin, NC 28621

To whom it may concern:

The North Carolina Wildlife Resources Commission wishes to offer its support to the Elkin Valley Trails Association in their ongoing efforts to extend the greenway trail along Big Elkin Creek. This project has the potential to open up public fishing access to portions of Big Elkin Creek that are currently inaccessible to the angling public. Given the lack of public lands in northwest North Carolina, we view efforts such as these that provide public access to fishable waters as being crucial to maintaining and expanding fishing opportunities for the general public. The portion of Big Elkin Creek adjacent to the recently-completed portion of the greenway running from the Elkin Municipal Park to the Shuse Factory Dam opened to public fishing in spring 2014, and the high initial turnout of anglers suggests that there is sufficient interest in this resource to justify expanding public access upstream of the dam. We hope that the grant application from the Elkin Valley Trails Association will be favorably received and appreciate the opportunity to lend our support to this project.

Sincerely,

Kin Hodges
District 7 Fisheries Biologist
N.C. Wildlife Resources Commission

Yadkin Valley Heritage Corridor

April 11, 2012

Mr. Darrell McBane, Manager
NC State Trails Program
NCDENR – Division of Parks and Rec.
1615 Mail Service Center
Raleigh, NC 27699-1615

Re: Elkin Valley Trails Association

Dear Mr. McBane:

I am writing this letter in support of Elkin Valley Trails Associations effort in trail building and easement acquisition along Big Elkin Creek in Wilkes and Surry Counties. As you may know, I serve as chairman for the Yadkin Valley Heritage Corridor. The YVHC is a regional collaboration of local governments, local citizens and state and federal partners whose mission is to create a linear trail system along the Yadkin River and to market the Yadkin Valley Region as a tourist area.

In 2007 we held a series of meetings in conjunction with the State Trails Division. At that time the western representative for State Trails was Dwayne Stutsman. It was our opinion at that time that the primary route for the Mountains to Sea Trail was to follow Roaring River from Stone Mountain State Park to its confluence with the Yadkin River. The trail would then proceed east along Yadkin Valley Heritage Corridor in eastern Wilkes County and the Overmountain National Historic Victory Trail for several miles.

This alignment was simply chosen due to the Roaring River's connection with Stone Mountain and the Yadkin River. However, recent efforts by the Elkin Valley Trails Association has demonstrated significant momentum in trail building and easement acquisition along Big Elkin Creek and an abandoned rail road bed of the former Elkin and Alleghany railroad. No trail building or easement acquisition has occurred along the Roaring River route. Therefore, it is now our desire to endorse the section of trail from Stone Mountain to the confluence of Big Elkin Creek and the Yadkin River as the primary route for the Mountains to Sea Trail, where it will connect to the Yadkin Valley Heritage Corridor and eastern terminus of the Overmountain Victory Trail.

Respectfully,

Edward G. Barnes, Chairman

RESOLUTION TO SUPPORT THE ELKIN VALLEY TRAILS ASSOCIATION

WHEREAS, the County of Wilkes recognizes the recreational benefits, environmental benefits, and well being of its citizens; and

WHEREAS, the County of Wilkes wishes to provide ample and safe facilities for pedestrians, bicyclists and equestrian uses; and

WHEREAS, the Elkin Valley Trails Association has begun planning and developing pedestrian, equestrian and bicycle facilities in along Big Elkin Creek in Wilkes and Surry Counties; and

WHEREAS, the County of Wilkes strived to promote the efforts of the Elkin Valley Trails Association in developing a trail between Elkin and Stone Mountain State Park,

NOW, THEREFORE, BE IT RESOLVED that the County of Wilkes promotes the overall mission of the Elkin Valley Trails Association goals to preserve, protect, enhance and connect the cultural, natural, historical and recreational assets of the Stone Mountain State Park and the Town of Elkin via a trail along Big Elkin Creek and adjacent areas,

WHEREAS, the County of Wilkes recognized that the Elkin Valley Trails Association (EVTA) will encourage economic development by fostering the growth of entrepreneurship, tourism and general business development while improving the quality of life for the region through increased emphasis on healthy lifestyles and educational opportunities.

FURTHER BE IT RESOLVED that the County of Wilkes will promote and encourage the Elkin Valley Trails Association missions and goals for the entire program.

Adopted this the 18th day of June, 2013.

Keith Elmore, Chairman

(seal)

Attest _____
Wilkes County Clerk

(A-12) Federal Highway Administration Pedestrian and Bicycle Facility Design Flexibility



Memorandum

SENT BY ELECTRONIC MAIL

Subject: **GUIDANCE:** Bicycle and Pedestrian Facility Design Flexibility Date: August 26, 2013

From: Gloria M. Shepherd *Gloria M. Shepherd*
Associate Administrator for Planning,
Environment and Realty

In Reply Refer To:
HEPH-10

Walter C. (Butch) Waidefich, Jr. *Butch Waidefich, Jr.*
Associate Administrator for Infrastructure

Jeffrey A. Lindley *Jeffrey A. Lindley*
Associate Administrator for Operations

Tony T. Furst *Tony T. Furst*
Associate Administrator for Safety

To: Division Administrators
cc: Directors of Field Services

This memorandum expresses the Federal Highway Administration's (FHWA) support for taking a flexible approach to bicycle and pedestrian facility design. The American Association of State Highway and Transportation Officials (AASHTO) bicycle and pedestrian design guides are the primary national resources for planning, designing, and operating bicycle and pedestrian facilities. The National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide* and the Institute of Transportation Engineers (ITE) *Designing Walkable Urban Thoroughfares* guide builds upon the flexibilities provided in the AASHTO guides, which can help communities plan and design safe and convenient facilities for pedestrian and bicyclists. FHWA supports the use of these resources to further develop nonmotorized transportation networks, particularly in urban areas.

AASHTO Guides

AASHTO publishes two guides that address pedestrian and bicycle facilities:

- *Guide for the Planning, Design, and Operation of Pedestrian Facilities*, July 2004. (AASHTO Pedestrian Guide) provides guidelines for the planning, design, operation, and maintenance of pedestrian facilities, including signals and signing. The guide recommends methods for accommodating pedestrians, which vary among roadway and facility types, and addresses the effects of land use planning and site design on pedestrian mobility.
- *Guide for the Development of Bicycle Facilities 2012, Fourth Edition* (AASHTO Bike Guide) provides detailed planning and design guidelines on how to accommodate bicycle travel and operation in most riding environments. It covers the planning, design, operation,

maintenance, and safety of on-road facilities, shared use paths, and parking facilities. Flexibility is provided through ranges in design values to encourage facilities that are sensitive to local context and incorporate the needs of bicyclists, pedestrians, and motorists.

NACTO Guide

NACTO first released the *Urban Bikeway Design Guide* (NACTO Guide) in 2010 to address more recently developed bicycle design treatments and techniques. It provides options that can help create "complete streets" that better accommodate bicyclists. While not directly referenced in the AASHTO Bike Guide, many of the treatments in the NACTO Guide are compatible with the AASHTO Bike Guide and demonstrate new and innovative solutions for the varied urban settings across the country.

The vast majority of treatments illustrated in the NACTO Guide are either allowed or not precluded by the Manual on Uniform Traffic Control Devices (MUTCD). In addition, non-compliant traffic control devices may be piloted through the MUTCD experimentation process. That process is described in [Section 1A.11](#) of the MUTCD and a table on the FHWA's bicycle and pedestrian design guidance Web page is regularly updated ([FHWA Bicycle and Pedestrian Design Guidance](#)), and explains what bicycle facilities, signs, and markings are allowed in accordance with the MUTCD. Other elements of the NACTO Guide's new and revised provisions will be considered in the rulemaking cycle for the next edition of the MUTCD.

ITE Guide

In 2010, FHWA supported production of the ITE Guide *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*. This guide is useful in gaining an understanding of the flexibility that is inherent in the AASHTO "Green Book," *A Policy on Geometric Design of Highways and Streets*. The chapters emphasize thoroughfares in "walkable communities" – compact, pedestrian-scaled villages, neighborhoods, town centers, urban centers, urban cores and other areas where walking, bicycling and transit are encouraged. It describes the relationship, compatibility and trade-offs that may be appropriate when balancing the needs of all users, adjoining land uses, environment and community interests when making decisions in the project development process.

Summary

FHWA encourages agencies to appropriately use these guides and other resources to help fulfill the aims of the 2010 *US DOT Policy Statement on Bicycle and Pedestrian Accommodation, Regulations and Recommendations* – "...DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate."

Accompanying this memo are the latest versions of the: 1) AASHTO Bike Guide, 2) NACTO Bike Guide, and 3) the ITE *Designing Walkable Urban Thoroughfares* Guide.

The attachments provide two examples that demonstrate the use of treatments illustrated in the NACTO Guide (i.e., buffered bike lanes and green colored pavement for bicycle lanes) by State or local DOTs, and a list of FHWA staff that can help with questions about pedestrian and bicycle design issues.

Attachments

Attachment 1 – Example 1 & 2

Example 1: Michigan DOT's Buffered Bike Lanes

One of the innovative bicycle facilities discussed in the NACTO *Urban Bikeway Design Guide* is buffered bike lanes. Buffered bike lanes create more space between motor vehicles and bicycles by delineating extra space between the bike lane and parked cars and/or a motor vehicle lane. Buffered bike lanes can be implemented if the pavement markings and channelizing devices are compliant with the MUTCD (see [Bicycle Facilities and the Manual on Uniform Traffic Control Devices](#)). Michigan DOT developed a video that describes their efforts to install buffered bike lanes in Oakland County (see [Northwestern Highway Bicycle Lane: A Safer Place to Ride](#)). Michigan DOT also developed a brochure that explains buffered bike lanes to the public (see [What Every Michigan Driver Should Know About Bike Lanes](#)).

Example 2: Missoula's Colored Bike Lanes

MUTCD experimentation is a methodology that analyzes innovative traffic control devices through field deployment for the purpose of testing or evaluating its application or manner of use. An approved request to experiment numbered and titled as Official Ruling "3(09)-3(1)-Colored Bike Lanes - Missoula, MT" illustrates a successful experiment. The City of Missoula submitted a request to experiment in January 2010 in accordance with all items in Paragraph 11 of Section 1A.10 in the 2009 MUTCD.

The experiment was conducted for one year and revealed that approximately 70 percent of motorists noticed the color conspicuity enhancement to the bike lane. This was interpreted as an increased awareness by motorists of the potential presence of bicyclists at intersections where those motorists would be making a right turn.

The City also reported ancillary findings that were not anticipated in the original Evaluation Plan of the request to experiment. This included psychological discomfort of the cyclist with the lateral locations of the colored bicycle lane with respect to door zones in parallel parking corridors. In addition, the experiment revealed an unintended design weakness where colored bike lanes that achieve high compliance of little or no occupation of motorized vehicles can also be attractive to pedestrians who wish to use them to facilitate their travel in lieu of crowded sidewalks or to patronize parking meters. For these reasons, a successful experiment can reveal unanticipated findings, further demonstrating the value of official experimentation.

This particular experiment provided two conclusions that supported FHWA's decision to issue [Interim Approval](#) for green colored pavement for bicycle lanes in April 2011.

For more information see <http://mutcd.fhwa.dot.gov/requestinfo.asp?id=1135>.



Attachment 2

5

FHWA Bicycle and Pedestrian Staff Resources

Human Environment — Livability and Bicycle and Pedestrian Programs

- Shana Baker, Livability Team Leader, 202-366-4649, shana.baker@dot.gov; Livability, Context Sensitive Solutions
- Christopher Douwes, Trails and Enhancements Program Manager 202-366-5013, christopher.douwes@dot.gov; Transportation Alternatives Program/Enhancement Activities; Recreational Trails Program related activities; Bicycle and pedestrian policy and guidance
- Daniel Goodman, Transportation Specialist, 202-366-9064, daniel.goodman@dot.gov; Bicycle and pedestrian activities; Livability
- Wesley Bloom, Program Manager, 202-366-0799, wesley.bloom@dot.gov; Safe Routes to School, Discretionary programs

Planning

- Brian Gardner, 202-366-4061, brian.gardner@dot.gov; Modeling
- Jeremy Raw, 202-366-0986, jeremy.raw@dot.gov; Modeling
- Harlan Miller, 202-366-0847, harlan.miller@dot.gov; Planning Oversight
- Kenneth Petty, 202-366-6654 kenneth.petty@dot.gov; Planning Capacity; Building

Policy

- Steven Jessberger, 202-366-3052, steven.jessberger@dot.gov; Traffic Monitoring Guide

Infrastructure — Design (including accessible design)

- Michael Matzke, 202-366-4658, michael.matzke@dot.gov

Resource Center— Design (including accessible design)

- Brooke Struve, Safety and Design Team, 720-963-3270, brooke.struve@dot.gov
- Peter Eun, Safety and Design Team, 360-753-9551, peter.eun@dot.gov

Operations — Manual on Uniform Traffic Control Devices

- Kevin Dunn, Transportation Specialist, 202-366-6054, kevin.dunn@dot.gov; MUTCD Team

Pedestrian and Bicycle Safety

- Gabe Rousseau, Safety Operations Team Leader, 202-366-8044, gabe.rousseau@dot.gov; Bicycle and pedestrian safety programs
- Tamara Redmon, Pedestrian Safety Program Manager, 202-366-4077, tamara.redmon@dot.gov; Pedestrian safety

Pedestrian and Bicyclist Safety Research

- Ann Do, 202-493-3319, ann.do@dot.gov
- Jim Shurbutt, 202-493-3420, jimmy.shurbutt@dot.gov

Civil Rights — Accessibility Policy and Compliance

- Patrick Gomez, Resource Center Civil Rights Team, 720-963-3269, patrick.gomez@dot.gov
- Candace Groudlow, Director of External Civil Rights Programs, 202-366-4634, candace.groudlow@dot.gov

(A-13) Sample Memorandum of Understanding (MOU)

Source: MOU Between Town of Yorktown and New York-New Jersey Trail Conference

MEMORANDUM OF UNDERSTANDING

Between
Town of _____ (Town) AND
_____ (Delegated Community Group, or DCG)

The _____ (Town) is a town in _____ County, North Carolina. Notifications of problems are made to the Parks and Recreation Department.

The _____ (DCG) is a not-for-profit membership association engaged in the protection, management, and maintenance of publicly accessible and authorized trails in the Mountains-to-Sea State Trail - Sub Section - Stone Mountain to Pilot Mountain State Park Master Plan study area.

Section 1 - Purpose

1.1 This Memorandum of Understanding (MOU) is to plan, develop, maintain, and protect trails within the lands owned by the Town of _____ (Town) and managed by their Parks and Recreation Department with assistance from volunteers organized by the _____ (DCG).

1.2 This MOU applies to the trail system encompassing town owned lands surrounding the Mountains-to-Sea State Trail - Sub Section - Stone Mountain to Pilot Mountain State Park Master Plan study area. It may be amended in writing to include additional trails in parks owned by the Town and any parkland acquired by the Town after the date of this MOU.

Section 2 - Introduction to the Trail Conference

2.1 Since its founding in 1920, _____ (DCG) volunteers have built and currently maintain over 1,700 miles of publicly accessible and authorized trails in the North Carolina area. Upon request, the _____ (DCG) will provide a list of trails they maintain.

2.2 The _____ (DCG) has adopted a Trail Management Guide and a Trail Maintenance Manual, which contains its policies, practices, and procedures for building and maintaining hiking trails. The Trail Conference has provided a copy of these documents to the Parks and Recreation Department.

2.3 The _____ (DCG) recruits, trains, and deploys volunteers to plan, build, and maintain hiking trails. In addition to basic training in trail maintenance, safety, use of hand tools, and reporting procedures, the _____ (DCG) offers advanced training in trail design and construction, chainsaw safety and use, mapping, environmental monitoring, and trail leadership.

2.4 _____ (DCG) volunteers provide the tools they need for routine trail maintenance. Trail maintainers do not use power tools, such as chainsaws or drills. However, certain _____ (DCG) volunteers, who are trained in the safe use of chainsaws and other power tools, may use them when they are required and approved by the _____ (DCG).

2.5 In accordance with the Trail Management Guide and unless otherwise specified by the Town, _____ (DCG) maintainers, supervisors, and chairs will handle trail relocations and improvements with or without prior approval of the Town depending on the magnitude and urgency of the relocation or improvement. Regardless of the need for prior consultation, all trail relocations and improvements are included in

Sample MOU

semiannual reports.

2.6 While equestrians and motorized (non-official) vehicles are prohibited on all the trails that are covered by this MOU, mountain bikes are permitted on the Yorktown Trailway as well as in the Woodlands property with the exception of trails specifically marked for the exclusion of mountain bikes.

Section 3 - Responsibilities of _____ (DCG)

The _____ (DCG) shall:

3.1a. supply trained maintainers who provide their own tools, work independently, and schedule their work trips at their own convenience. They report to a supervisor who in turn regularly communicates with the regional trail committee chair. Either the supervisor or committee chair shall advise the Parks and Recreation Department on conditions and problems that have been noted.

b. assign maintainers who are members of the _____ (DCG), as per _____ (DCG) practices. The maintainers visit and report on their assigned trail segment at least twice a year (spring and fall) and more frequently when conditions require. At these times the maintainers:

- Blaze the trails and rebuild cairns;
- Clip and trim brush to keep the trail open and passable;
- Clean water bars and their outflow channels to control erosion;
- Remove fallen trees and limbs, except when too large to handle with hand tools;
- Remove litter and graffiti (if possible); and
- Report trail conditions and problems to their volunteer supervisor.

- c. provide the Town with a site specific trail plan for all new trails. These plans will be written by one of the _____ (DCG)'s experienced trail designers and are to be approved by the Town's Parks and Recreation Department.
- d. schedule major projects to restore or relocate trails with conditions which are due to but not limited to poor design, environmental impacts, severe weather, overuse, motorized vehicles, and other factors. Such major projects require the advance approval of the Town's Parks and Recreation Department and are performed and scheduled by the _____ (DCG) subject to availability of materials and labor.
- e. have general liability insurance coverage for volunteers who may be sued in the course of performing their assigned tasks on behalf of the Town and can procure supplemental accident coverage for volunteers who are not otherwise covered for injuries.

Section 4 - Responsibilities of the Town

The Town shall:

- 4.1. Obtain, as needed and at its discretion, any licenses, permits, and approvals for the construction of any improvements to the land, such as trails, bridges, lean-tos, privies, retaining walls, or buildings of any kind. Where engineering plans, designs, or surveys are required, the Town shall obtain the required plans and permits.
- 4.2. Supply tag blaze s, kiosks or signs.
- 4.3. Conduct environmental impact surveys and the filings of any applications, forms, or reports that may be required by any level of government or by a granting or regulatory agency.

Sample MOU

4.4. Arrange for the transportation of materials for construction of bridges, boardwalks, etc to the nearest location to the work site that a vehicle may approach such as a parking area or trailhead.

4.5. Be responsible for the stewardship of the land and its trails including the enforcement of rules that govern the use of the trails by the public

Section 5 - Joint Responsibilities

5.1 apply for grants to provide materials for the construction of bridges or other structures along the trails

5.2 provide the verbiage for signs which, if used at trailhead are to include that the Trail Conference maintains the trails.

5.3 seek out and find suitable projects for youth, school, civic, and corporate groups wishing to assist with trail projects

Section 6 - Modification or Termination

6.1 The parties may modify this MOU in a writing signed by both parties. Either party may withdraw from the relationship described above upon 90 days written notice to the other party.

Dated: _____
 Approved by _____
 _____(Name) _____(Name)
 Supervisor Executive Director
 Town of _____(Town) _____(DCG)

(A-14) Public Comment Process and Results

Upon completion of the draft plan, the consultant team commenced a 45-day public comment period. A printed draft plan, along with a cover letter (see page right), was formally mailed to all major stakeholders and local governments within the study area (see table below). Also, an electronic copy of the draft plan was sent to three major email lists, including those belonging to Elkin Valley Trails Association, Yadkin Valley Heritage Corridor Partnership and Friends of the Mountains-to-Sea Trail.

Draft Plan Mailing List

County	Town	Name	Position
Sury	Elkin	Lloyd Payne	Town Manager
Sury		Chris Knopf	County Manager
Sury	Elkin	Dr. Bill Blackley	Coordinator - Elkin Valley Trails Association
Sury	Elkin	Leslie Schlander	Economic Development Director
Wake	Raleigh	Kate Dixon	Executive Director - FMST
Wake	Raleigh	Darrell Mcbane	Trails Program Manager - NC Division of Parks and Rec
Wilkes		John Yates	County Manager
Wilkes	Ronda	Lahoma O'Lague	Town Administrator
Wilkes		Eddie Barnes	Planning Director
Yadkin	Jonesville	Scott Buffkin	Town Manager
Yadkin		Aaron Church	County Manager
Yadkin	Boonville	Rusty Hunter IV	Mayor

Draft Plan Cover Letter



MEMO

To: Regional Trail Stakeholders
From: Eric Woolridge, AICP
Principal, Destination by Design
Date: September 15, 2014
Re: Mountains-to-Sea State Trail Sub-Section Plan: Stone Mountain to Pilot Mountain State Park Master Plan

Destination by Design (DbD) is pleased to provide your office with a draft of the *Mountains-to-Sea State Trail Sub-Section Plan: Stone Mountain to Pilot Mountain State Park Master Plan*. This study was commissioned by the North Carolina Division of Parks and Recreation and the Northwest Partnership for Public Health. We welcome your comments concerning this draft plan, which will remain open for public comment until October 1, 2014.

Noted below are some major facts and objectives found within the plan:

1. This plan changes the previously planned Mountains-to-Sea (MST) route from the Roaring River corridor to the Wells Knob/ Elkin Creek corridor.
2. Upon completion, this study area would provide for approximately 70 miles of designated Mountains-to-Sea Trail.
3. This plan calls for 17 new miles of equestrian trail (Stone Mountain State Park to Carter Falls).
4. East of Elkin/Jonesville, equestrian use is not recommended because of railroad right-of-way crossings.
5. 33 miles (38%) of the proposed trail will serve as multi-use cycling and hiking designated MST. This will begin just north of Elkin and then traverse through Elkin and Jonesville and along the Yadkin River to Pilot Mountain State Park. A multi-use trail design will provide the greatest economic impact to the region.
6. This plan proposes a loop trail around the Yadkin River that links both Elkin and Jonesville.
7. East of Elkin and Jonesville, the trail is recommended on the Surry County side until it approaches Wayne Farms; at this point, the trail will need to cross the Yadkin River south to Yadkin County if the trail is to remain multi-use. The plan notes other areas where potential bridge crossings will need to be developed, further linking Surry and Yadkin Counties.
8. The plan identifies priority implementation areas for governing bodies and non-profit organizations as they focus their efforts on trail implementation (Chapter 6).

DbD and the North Carolina Division of Parks and Recreation welcome all public comments regarding this plan. It is our hope that your governing body or organization will adopt this plan or provide recommend changes that would make that possible.

For more information, contact:

Eric Woolridge, AICP
Principal, Destination by Design
Phone: 828.386.1866
Email: eric@DbDplanning.com



Destination by Design
815 West King Street, Boone NC 28607

Public Comment Results

At the completion of the 45 day comment period, only brief and informal comments had been received via phone and email from only few stakeholders.

The Sauratown Trails Association (STA) requested that equestrian use be called for a long portion of the Yadkin River where the railroad does not exist. Also, Friends of Mountains to Sea Trail reminded the consultant team that Friends of Sauratown Trails is the DCG within Pilot Mountain State Park while STA assists with MST efforts outside of the parks. Officials from Elkin Valley Trails Association wanted to note that the planned trail route will continue to alter significantly as they continue to secure landowner agreements. The National Park Service (NPS) noted that all plans and discussion concerning the Blue Ridge Parkway would ultimately need to be officially endorsed by NPS (see A-15 for full NPS email).

The consultant team, upon request from NCDPR and subsequent to the 45 day comment period, placed a phone call to Ronda officials to confirm whether the town had any response or comments, either positive or negative, about changing the route. As of the printing of the final plan, the consultant team was unable to reach Ronda officials. The consultant team also reached out to Wilkes County officials via email; Eddie Barnes, Wilkes County Planning Director, expressed that their office had no comments concerning the draft plan.

(A-15) National Park Service (NPS) Draft Comments

11/21/2014

Destination By Design Mail - Fwd: MST Plan: Stone to Pilot



Alex Gotherman <alex@dbdplanning.com>

Fwd: MST Plan: Stone to Pilot

Eric Woolridge <eric@dbdplanning.com>
To: Alex Gotherman <Alex@dbdplanning.com>

Wed, Nov 19, 2014 at 10:29 AM

Eric Woolridge, AICP
Destination by Design
815 West King Street, Suite 2
Boone, NC 28607
www.Dbdplanning.com
cell: 828.719.1109
office: 828.386.1866

----- Forwarded message -----

From: **Anderson, John** <j_david_anderson@nps.gov>
Date: Mon, Oct 20, 2014 at 2:00 PM
Subject: Re: MST Plan: Stone to Pilot
To: Eric Woolridge <eric@dbdplanning.com>, Dawn Leonard <dawn_leonard@nps.gov>
Cc: "Johnson, Tim" <tim.johnson@ncdenr.gov>, Teresa Buckwalter <Teresa@dbdplanning.com>

Eric,

Pages 12 & 13.

I was not aware that additional sections or alternate routes have been discussed extending beyond where the current trail is designated, constructed and currently in use.

Who initiated the discussion of alternative routes in this area? Was the NPS involved or just the COG?

Do you have historical planning documents were the Parkway as involved in discussion that show the park was considering these additional trails and alternate routes?

If you have historical documentation that the parkway was involved in these discussions and you have some form of commitment from NPS management it would be appropriate to show these alternative routes on a map within the park boundary but note them as dismissed. However if these routes have not been discussed and the park has not considered them feasible it would be appropriate for them to be removed from this document.

GENERAL NOTE

Limit discussions and mapping of alternative routes starting where the trail exits NPS lands at the current location. I do not want to suggest in this document that the Parkway supports any alternate routes north of the current terminus.

Page 59.

I would omit the discussion of a kiosk at Devils Garden Overlook. This has not gone through any discussions or review with the National Park Service.

<https://mail.google.com/mail/u/0/?ui=2&ik=6c7127cf90&view=pt&q=david%20anderson&qs=true&search=query&msg=149c8ac38069412b&siml=149c8ac3806...> 1/2

11/21/2014

Destination By Design Mail - Fwd: MST Plan: Stone to Pilot

Page 75 The suspended bridge photo is of the pedestrian bridge under the parkway motor road at James River Visitor Center at MP 63.6 Big Island Virginia not Richmond.

Page 101. NPS is not listed although the trail is located within the Blue Ridge Parkway a unit of the National Park Service, Department of Interior.

Sincerely,

David Anderson

j_david_anderson@nps.gov
Resident Landscape Architect/GIS & GPS Coordinator
National Park Service
Blue Ridge Parkway
199 Hemphill Knob Road
Asheville NC 28803
828-348-3435





“A REGION DEFINED BY A TRAIL, A TRAIL DEFINED BY A REGION.”