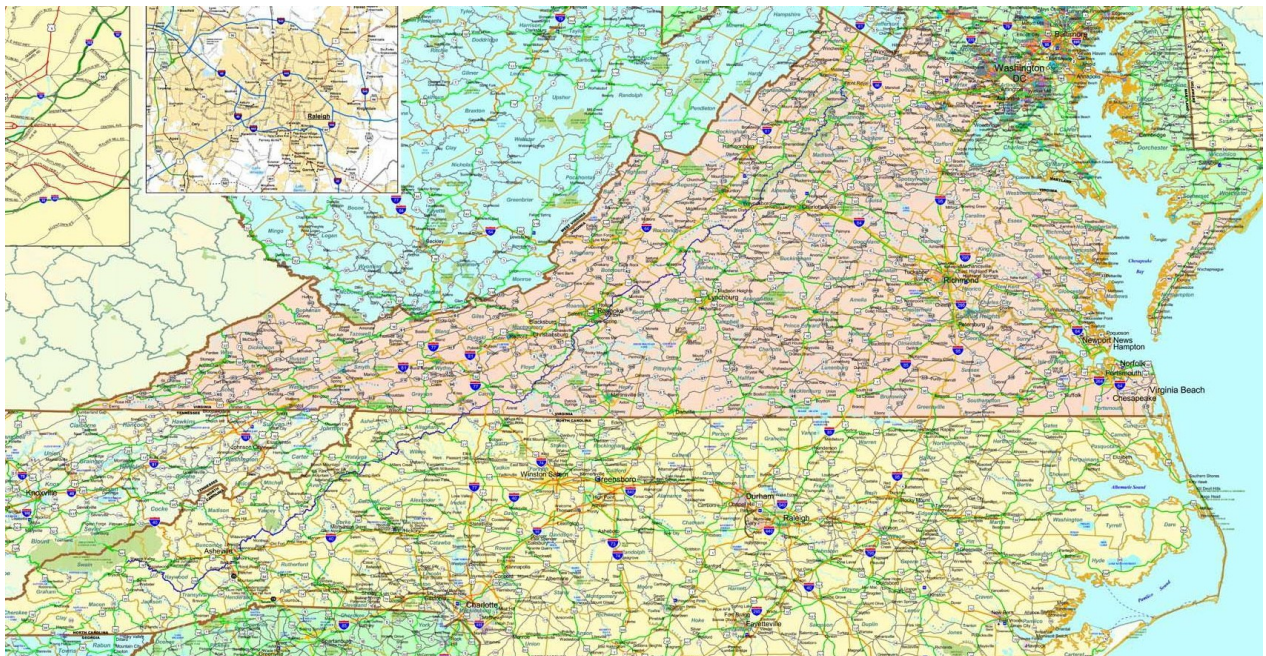


Beaches to Bluegrass - Mountains to Sea

Connecting to the Dan River Basin

Master Plan



2020

Beaches to Bluegrass - Mountains to Sea Connecting to the Dan River Basin Master Plan

Prepared by

The Dan River Basin Association

Funding provided by

Reidsville Area Foundation

Rockingham County Tourism Development Authority



The Beaches to Bluegrass - Mountains to Sea, Connecting to the Dan River Basin Master Plan is a citizen-envisioned roadmap for a corridor of trails, roads, river access points and other paths to connect both state-wide trails through Rockingham County, NC. This plan continues the work of expanding and improving the outdoor recreational opportunity spectrum that will promote tourism, provide economic opportunities to attract businesses and protect the natural environment and local cultural heritage in Rockingham, NC.

Table of Contents

Introduction to the Master Plan.....	4
Introduction to the Master Plan, objectives and goals	
History & Regional Efforts.....	6
Brief overview of local planning and significant regional planning	
Planning Summary	8
Current inventory, planning activities and fieldwork	
Public Input.....	18
Local input data through facilitated focus groups and survey	
Recommendations.....	26
Implementation strategies and steps to success	
Suggested Agreements, Guidelines & Policies... ..	29
Trail Agreements, easements, and liability	
Benefits of Outdoor Recreational Assets... ..	34
Economic, health, environmental, social benefits and Eco-Tourism	
Additional Resources... ..	38
Funding Opportunities and frequently asked questions	
Acknowledgements... ..	43

Introduction to the Master Plan

Master plans are tangible and often visible statements of how a community values its natural resources now, what it wants to do to protect them in the future, and what is required to get there. Think of the Master Plan as a “green road map” of proposed trails and river access points connecting the natural, cultural, historical and heritage amenities of the area. Potential connections to cross-border regional trails, parks and routes and an inventory of what outdoor recreational assets already exist in the area are also important components of a master plan. When developing a master plan, a mix of careful analysis of the existing conditions and environment, meaningful public engagement and visionary, but practical, planning with financially feasible implementation is critical.

While processes for developing plans vary, master plans are most successful when they represent a vision that brings together the ideas of multiple and diverse groups. Effective master plans are flexible and involve the community and other stakeholders from the outset, giving the plan a legitimate base, and a better chance to come to fruition. In addition, master planning for outdoor recreation can be an excellent tool to encourage citizens to actively participate in natural resource protection, conservation and preservation.

This Master Plan contains proposed corridors that will connect the two state trails, Beaches to Bluegrass in Virginia and Mountains to Sea in North Carolina. These corridors are a mixed combination of current trails, river access points, roads and other pathways and future pathways. The corridors have been recommended through public input and municipality participation combined with an evaluation of the region’s natural assets, waterways, cultural resources, and rich history.

The planning, funding and construction of these corridors is a long-term, phased endeavor, with results emerging over the course of many years as opportunities for implementation of new outdoor recreational assets inside of these corridors arise over time.

The Need for a Master Plan

The Master Plan provides direction in the implementation and promotion of the area’s distinct natural and historic features. The plan can attract tourism to the region and provide additional opportunities for employment and commerce. The Master plan can also be utilized in the acquisition of funding for project implementation and community development.

The needs can be organized into four sustainability goals:

- Economic sustainability
- Environmental sustainability
- Physical sustainability
- Social sustainability

The Purpose of a Master Plan

A number of towns, cities, counties and states seek to provide 10 acres of park and recreation area per 1,000 residents to provide a better quality of life for citizens. This is important, but the purpose of a Master Plan is multi-faceted, and can address multiple needs:

- Assist in boosting the economy
- Help reduce health issues such as diabetes and obesity
- Provide consensus on land use
- Engage citizens to protect and preserve natural resources
- Attract tourists and business to the region
- Spur community partnerships and collaborative efforts

An approved Master Plan can also allow various groups and agencies to pursue funding for more detailed planning and/or implementation. Competition for state and federal funding is increasing, and funding requests continually outpace the amount of available funds. An approved Master Plan can be an important factor in successfully acquiring support for construction of projects and future planning.

Vision of this Master Plan

When offered a remarkable experience in the outdoors, people will travel long distances and residents will stay in this area to immerse themselves in its unique natural assets.

Overall Goals of this Master Plan

- To provide a recommendation of a corridor that connects the North Carolina and Virginia state- wide trails through the Dan River Basin's region of Rockingham County, NC.
- To create economic development via tourism and associated affiliations while preserving corridors for nature and nature exploration

Economic Goals

- Attraction of new business
- Retention of current business
- Attraction of tourists

Environmental Goals

- Protection of waterways
- Preservation of green space
- Improved habitat

Health Goals

- Improved community health
- Perceived mental health
- Increase citizen active lifestyle

Objectives of this Master Plan

- Provide new opportunities for development of outdoor recreational assets
- Provide residents and visitors a strong quality of life which will help attract new businesses and people to our area
- Provide options for recreation and transportation

Long-Term Outcomes for this Master Plan include:

- Sustainable economic growth through the promotion of nature and outdoor recreation
- Improved community health, including a reduction in obesity and diabetes
- Increased quality of life, including the provision of sought-after recreational amenities
- Preservation of natural resources

- Recreation opportunities that encourage the widespread use of outdoor recreation

History and Regional Efforts

Shared use paths and multi-use trails have been in development across Virginia and North Carolina for decades as alternate forms of transportation, improving the health and fitness of communities, and contributing to the local economy by attracting visitors. The concept for the Beaches to the Bluegrass Trail of Virginia and the Mountains to the Sea Trail of North Carolina began with Master Planning development. Trail planners began by making use of existing trails on public lands and connecting them to key natural features across the state. By doing this, they developed a generalized trail corridor. After these trails were adopted as part of the state parks system, park planners then began working with local communities and organizations to develop plans for particular areas.



The Mountains-to-Sea Trail (above) represents a creative partnership involving local communities and trail groups, land trusts, federal and state land agencies, private landowners, the North Carolina Division of Parks and Recreation, and Friends of the Mountains-to-Sea Trail (Friends). The trail is an official part of the state parks system, but segments of it are managed by different agencies and local governments. Local communities help connect the trail through links to greenways and urban trails. Land trusts help acquire land. Friends provides volunteers, support and serves as a clearinghouse for information.

Close to 680 miles of the route are on trail, and connecting backroads and an optional paddle route allow hikers to trek across the state. Along the trail, you may see mountain vistas, rolling Piedmont farms, picture postcard colonial towns, weathered tobacco barns, old textile villages, country churches, rushing mountain streams, coastal swamps, hardwood and pine forests, lighthouses, sand dunes, miles of seashore, and friendly people.

Virginia's Beaches to Bluegrass Trail concept first appeared in the 1979 Virginia Outdoors Plan as the 'Trans-Virginia Trail' and the 'Southside Virginia Trail'. Initial planning was spurred by needs surfacing across the corridor: demand for more non-motorized connections to destinations, a lack of recreational amenities in rural areas, and a loss of industry leaving many out of work. The concurrent abandonment of significant stretches of railroad corridor provided the opportunity to encourage trail development and

ecotourism to begin to address these needs. Various entities worked independently to plan and complete sections of trail, such as the popular Virginia Creeper Trail and New River Trail State Park. The Beaches to Bluegrass plan (see map below) recommends a route that connects completed trails, documents the level of support for those routes, and sets a framework for the completion of trail projects throughout the corridor at the regional and local level.

The Beaches to Bluegrass Plan also recommends an ideal off-road alignment (long-term goal) as well as an interim on-road route. The interim trail is a braided system intended for both transportation and recreation by non-motorized users, principally walkers, joggers, hikers, bicyclists and equestrians. The ideal route (long-term goal) is to provide a shared-use path and multi-use trail along the entire corridor, from the Virginia Beach Oceanfront to Cumberland Gap. Until the ideal, long-term shared-use path and multi-use trail is completed, the route will split to accommodate different uses. Subsequent planning will address gaps in the trail and potential trail extensions.



In addition, The City of Reidsville, NC has developed a Greenways and Blueways Master plan which includes existing trails and parks within the city. The Lake Reidsville Greenway Trail is the premier trail and could be incorporated into a Mountains to the Sea – Beaches to the Bluegrass connection corridor. Lake Reidsville Greenway plans include phases 1-4 to encompass the entire lake with a distance of over 9 miles. A proposed spur trail would connect the Lake Reidsville Greenway with the Haw River State Park to help facilitate the connection to the Mountains to Sea Trail. The addition of the Lake Reidsville Greenway Trail would provide the opportunity for trail users to have access to camping facilities, showers, and camp store along the route.

Planning Summary

The Beaches to the Bluegrass - Mountains to the Sea Connection Master Plan represents a creative partnership involving local communities, trail groups, NPO's, state agencies and private landowners.

Planning for the connection corridors included stakeholders from each of these user groups and should include additional municipalities and state land agencies moving forward.

Key tasks provided guidance for the development of the three proposed corridors:

- Data collection on existing trails and their locations in relation to the proposed routes
- Restrictions of terrain, unique features, estimated visitation and management framework.
- Stakeholder input through emails, meetings and targeted outreach
- Fieldwork identification of existing facilities and infrastructure along the proposed corridors
- Inventory of tourism-related amenities along the proposed routes including hiking and biking trails, water trails, campgrounds, historical and cultural attractions, and artistic venues.

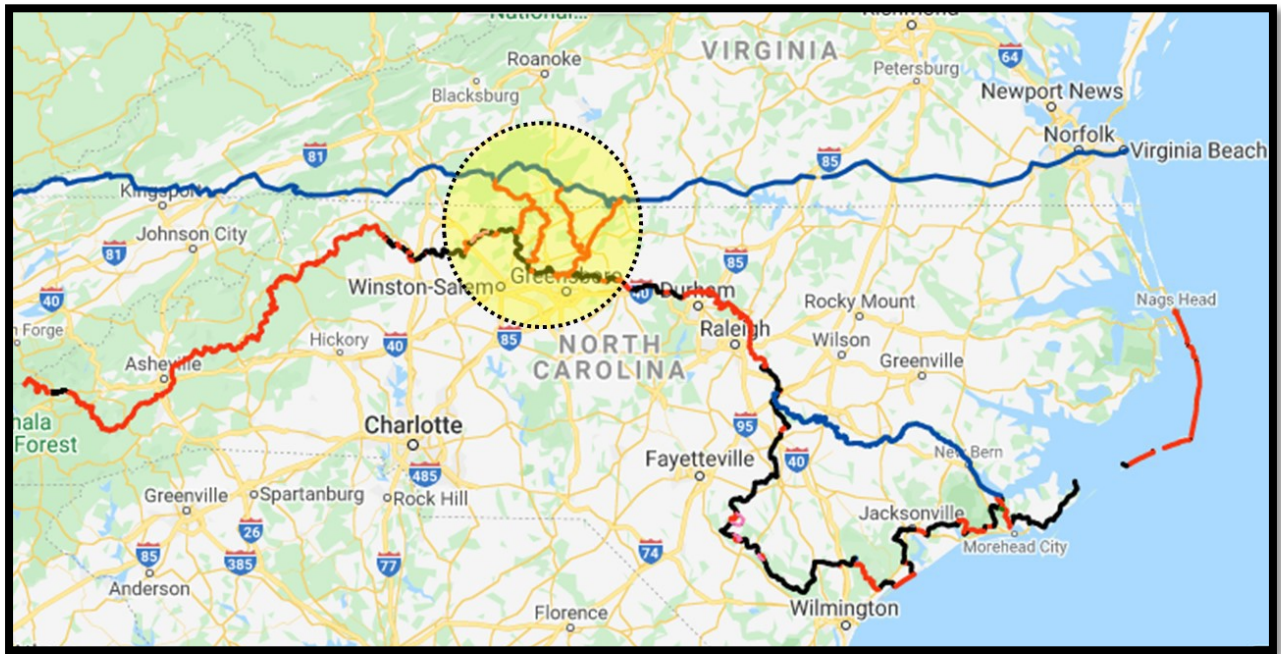
Planning for the corridors began by studying mapping data and proposing routes based on proximity to existing infrastructure. Key assets and infrastructure were identified and provided data that can be used to connect existing features to the routes. This helped create a generalized trail corridor.

Consideration was given to the following questions:

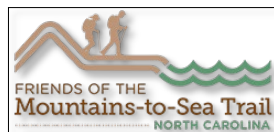
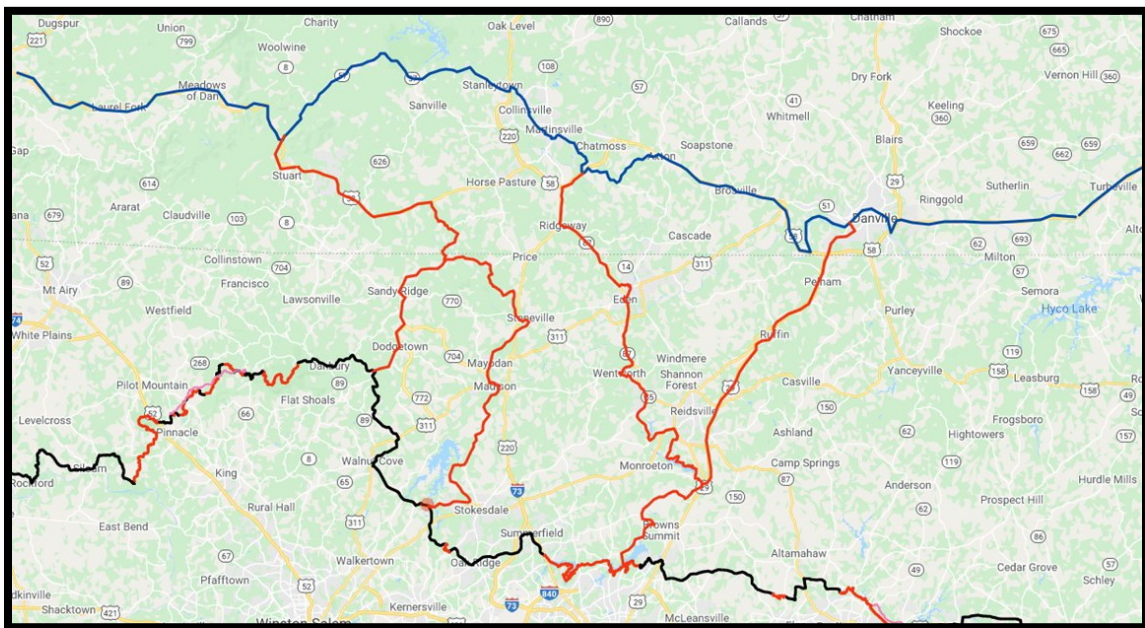
- *Are there any planned and/or funded trail connections or spurs or trail amenities along the draft alignment?*
- *What relevant projects are adjacent to proposed routes?*
- *Are there programs, events, or activities related to active living, biking, bike parking, horseback riding, or the alignment in general (such as parks, open space, bicycle/pedestrian facilities, equestrian trailer parking or campgrounds) along proposed routes?*
- *What potential funding exist, federal, state, municipal, potential donors or other funding partnerships?*
- *How are existing trails in both Virginia and North Carolina impacting local economic development?*
- *Have any concerns been specifically voiced from local residents regarding trail development? been addressed?*
- *Where along the proposed corridor will signage and wayfinding be located (Trailheads or kiosks or major trailheads with parking, and restrooms) to increase access and awareness? Is the county positioned to develop and maintain these kiosks or trailheads if federal grant money is available to help with development costs?*

Based on aerial mapping data, feasibility analysis and other key criteria, three proposed corridors were identified that could potentially connect the two state trails through Rockingham County, NC.

- Corridor #1 - Belews Lake, NC to Stuart, VA
- Corridor #2 - Browns Summit, NC to Axton, VA
- Corridor #3 – Browns Summit, NC to Danville, VA



Corridors and connections - Mountains to Sea Trail to Beaches to the Bluegrass Trail



Corridor #1

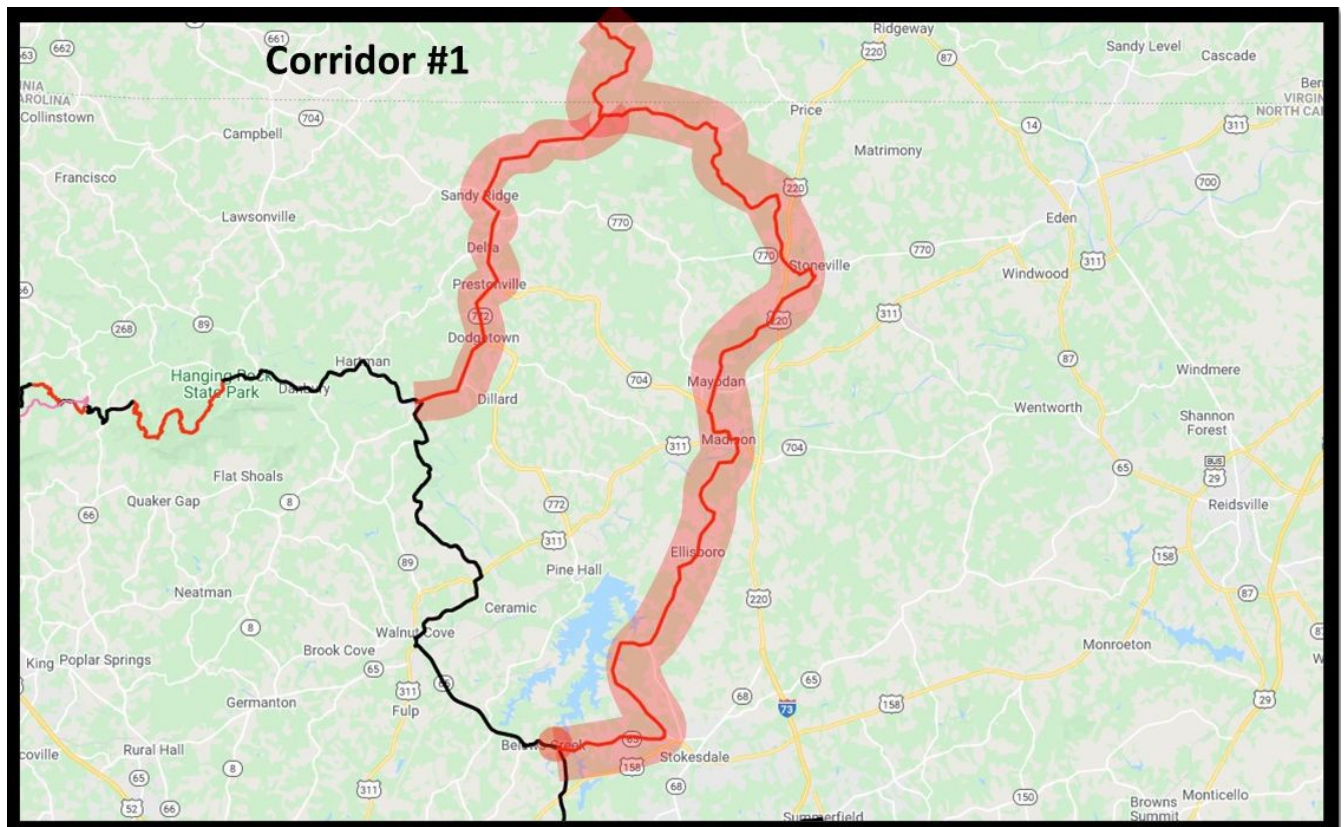
Connection to the Mountains to the Sea Trail: NC65 / Belews Creek
Road Connection to Beaches to the Blue Grass: Hwy 58 / Stuart, VA

Approximate corridor length through County: 25.6 miles
Approximate total length from trail to trail: 45.4 miles

Existing Trails near route

- Cascades Preserve
- Hanging Rock State Park
- Mayo River State Park

Corridor #1 runs along the Western region of Rockingham County, NC from Belews lake, NC to Stuart, VA. Possible variations should be considered along the corridor based on secondary road conditions and existing trails. The suggested route would take travelers through the towns of Ellisboro, Madison, Mayodan and Stoneville utilizing the main street areas of all towns and connecting to the Beach to the Bluegrass Trail in the town of Stuart, VA. The optimal route would connect the North Carolina and Virginia sections of the Mayo River State Parks. Side routes to many destinations along this corridor include Hanging Rock State Park, DeShazo Falls, and points along the Mayo River for biking, hiking camping and paddling. An alternate spur begins in Stokes county near Dodgetown.



Corridor #2

Connection to the Mountains to the Sea Trail: Townsend Rd and Bryan Park road or Hwy 29

Connection to Beaches to the Blue Grass: Dick and Willie Passage Trail, Hwy 58

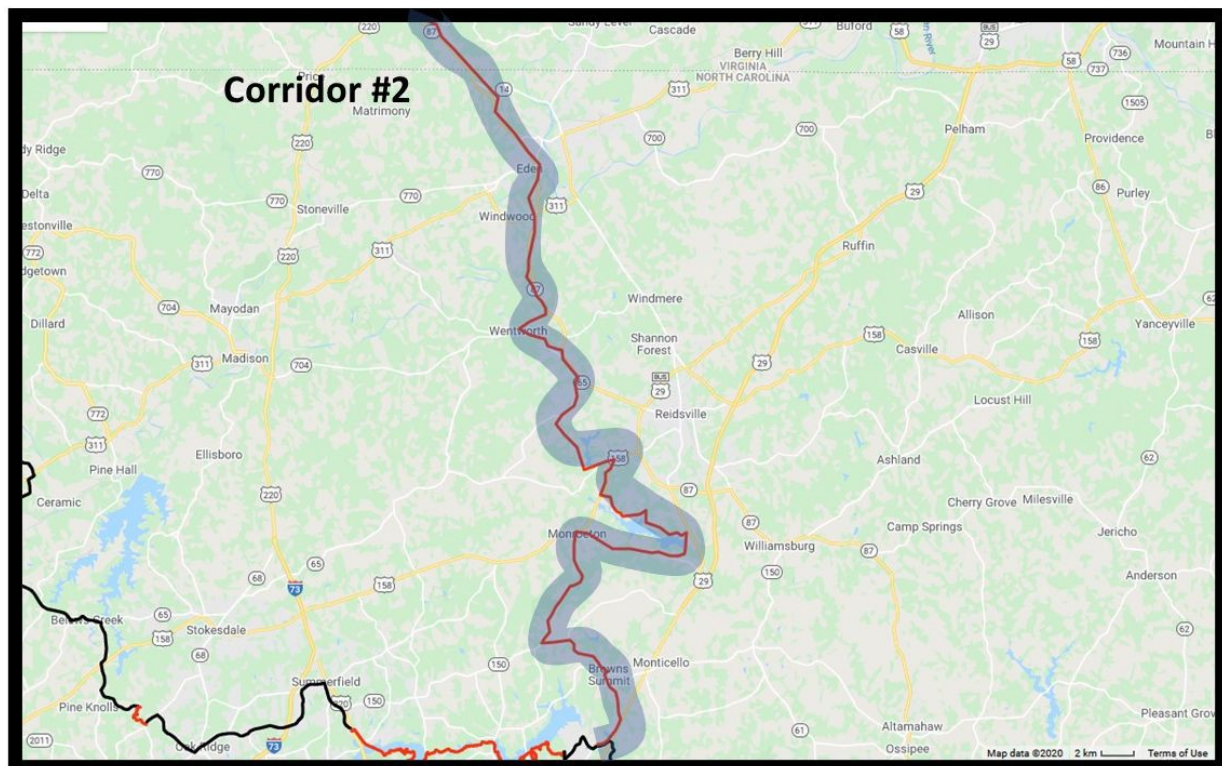
Approximate corridor length through County: 27.4 miles

Approximate total length from trail to trail: 42.4 miles

Existing Trails near route

- Lake Townsend Watershed Trail
- Haw River State Park
- Lake Reidsville Trails
- Eden Greenway

Corridor #2 runs through the middle region of Rockingham County, NC beginning near Browns Summit and connecting to the Beaches to the Bluegrass Trails on the Dick and Willie Passage near the Smith River Sports Complex of Irisburg road in Axton, VA. The trail corridor passes through the towns of Browns Summit, Monroeton, Reidsville, Wentworth and Eden. The route can be adjusted to accommodate the High Rock Preserve along the Haw River and incorporate the Lake Reidsville Greenway including Lake Reidsville and Lake Hunt



Corridor #3

Connection to the Mountains to the Sea Trail: Townsend Rd and Bryan Park road or Hwy 29

Connection to Beaches to the Blue Grass: Danville Riverwalk Trail, Hwy 58

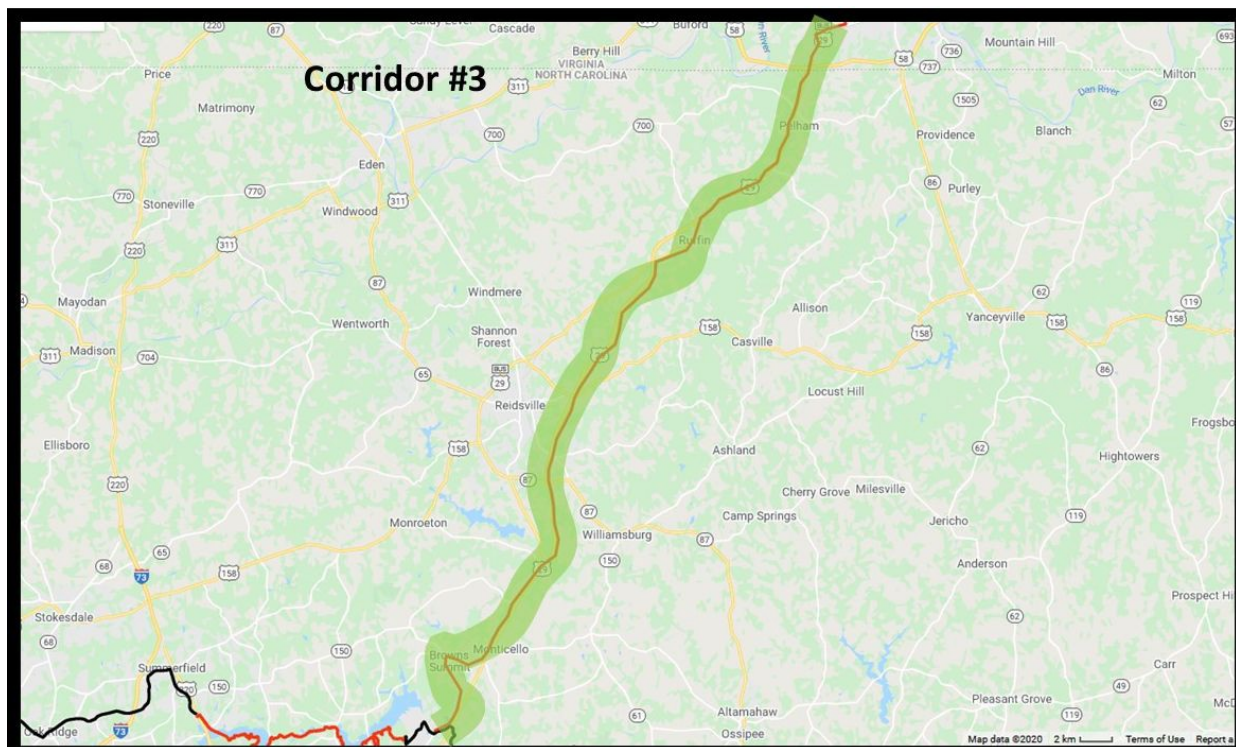
Approximate corridor length through County: 22.4 miles

Approximate total length from trail to trail: 43.3 miles

Existing Trails near route

- Lake Townsend Watershed Trail
- Lake Reidsville Trails
- High Rock Preserve/Haw River

Corridor #3 runs along the Eastern region of Rockingham County, NC from near Browns Summit and follows the Hwy 29 route through the towns of Monticello, Reidsville, Ruffin and Pelham. Variations from this route could include the High Rock Preserve on the Haw River and the Lake Reidsville Trails. There are very few parks or trails between Reidsville and the state line.



In addition, DRBA staff collected inventory data (asset-mapping) on a wide variety of existing and proposed trails, river access, cultural and historical locations. The corridors connections were discussed with both Virginia and North Carolina officials to endure a partnership of cooperation and keep all parties informed on the proposed plans.

Staff analyzed maps to evaluate and highlight existing conditions within each of the three corridors. Information in this analysis was compiled from public involvement, stakeholder meetings, a review of aerial imagery, fieldwork and Internet research.

Asset-Mapping/Corridor 1

NAME OF ASSET	TYPE OF ASSET	LENGTH	LOCATION	STATUS	CORRIDOR
Priddy's General Store	Cultural/Historical Attraction	N/A	2121 Sheppard Mill Road Danbury, NC 27016	Exists	1
Moratock Park	Park	N/A	Sheppard Mill Road Danbury, NC 27016	Exists	1
Stokes County NC Tourism	Visitor Center	N/A	1014 Main Street Danbury, NC 27016	Exists	1
Vade Mecum Hotel	Cultural/Historical Attraction	N/A	1105 Camp Sertoma Drive Stokes County, NC 27053	Exists	1
The Rock House	Cultural/Historical Attraction	N/A	1041 Colonel Jack Martin Rd, Pinnacle, NC 27043	Exists	1
Pilot Mountain State Park	Trail, Multiuse	N/A	1792 Pilot Knob Park Rd Pinnacle, NC 27043	Exists	1
Jessup's Mill	Cultural/Historical Attraction	N/A	1565 Collinstown Road Westfield, NC 27053	Exists	1
Anglin Mill Access	River Access, Hand Carry, Steps	N/A	Anglins Bridge, Stoneville, NC 27048	Exists	1
Autumn Creek Vineyards	Cultural/Historical Attraction	N/A	384 Means Creek Road Mayodan, NC 27027	Exists	1
Farris Memorial Park	Trail, Walking	1 mile walking/hiking trail & 3.5 mile mountain bike trail	2919 Park Road Mayodan, NC 27021	Exists	1
Twitchell-Gallaway House (1834)	Cultural/Historical Attraction	N/A	107 West Academy Street Madison, NC 27025	Exists	1
Dan River Hwy 704 Access	River Access, Hand Carry, Metal Steps	N/A	100 Water Street Madison, NC 27025	Exists	1
Western Rockingham Chamber of Commerce	Visitor Center	N/A	112 W. Murphy Street Madison, NC 27025	Exists	1
Idol Park	Paved Trail, Playground/Picnic Shelters	0.5 miles	500 Westview Drive Madison, NC 27025	Exists	1
Peace of Eden Llama Farm	Cultural/Historical Attractions	N/A	744 Eden Church Road Madison, NC 27025	Exists	1

Knight Brown Preserve	Trail, Walking	3 miles	221 Waterfield Ln Stokesdale, NC 27357	Exists	1
Mayo River State Park	Trail, Walking	1.8 mile loop & 1/2 mile loop	500 Old Mayo Park Road Mayodan, NC 27027	Exists	1
Mayo River State Park	Park	N/A	500 Old Mayo Park Rd Mayodan, NC 27027	Exists	1
Hanging Rock State Park	Trail, Multiuse	33.3 miles or at least 20+ miles	1790 Hanging Rock Park Rd Danbury, NC 27016	Exists	1
Settles Bridge Access	River Access, Hand Carry, Many Steps	N/A	36°24'38.9"N 79°49'36.1"W	Exists	1 or 2
Jacobs Creek Landing	Cultural/Historical Attraction	N/A	36°23'20.5"N 79°53'02.1"W	Exists	1
Moratock Park	River Access, Hand Carry, Beach & Bank(upstream); Steps(downstream)	N/A	36°24'33.1"N 80°11'45.2"W	Exists	1
Jessups Mill	River Access	N/A	36°31'32.5"N 80°22'14.2"W	Exists	1
Hart's Access	River Access, Hand Carry, Gravel Access	N/A	NC-704, North Carolina	Exists	1
HWY 135 Access (NC Parks)	River Access, Hand Carry, No Steps	N/A	36°24'26.5"N 79°57'56.5"W	Exists	1
Lindsey Bridge Road Access	River Access, Hand Carry, Wooden & Concrete Steps	N/A	36°22'29.3"N 79°59'35.9"W	Exists	1
Pine Hall Boating Access	River Access, Ramp Access to Lake	N/A	36°18'00.0"N 80°03'18.0"W	Exists	1
Pine Hall Access	River Access, unimproved DOT Right of Way Access	N/A	36°19'06.6"N80°03'00.0"W	Exists	1
Planters' Road Park	Park	Under development	36°23'22.6"N 79°53'19.7"W	Exists	1
Madison/Mayodan Recreation Dept	Recreation Department; Paved Trail	1/4 mile	300 S. Second Avenue; Mayodan, NC 27027	Exists	1
Rockingham Community College	Walking Nature Trail	1/4 mile track and 5 mile walking trail	NC Hwy 65; Wentworth, NC 27375	Exists	1

Asset-Mapping/Corridor 2

NAME OF ASSET	TYPE OF ASSET	LENGTH	LOCATION	STATUS	CORRIDOR
Eden Chamber of Commerce	Visitor Center	N/A	678 S. Van Buren Rd Eden, NC 27288	Exists	2
Governor Morehead Park	Park, Historic, Open Field Area	N/A	422 Church Street Eden, NC 27288	Exists	2
Island Ford Landing	River Access, Metal	N/A	435 River Drive Eden, NC 27288	Exists	2
Leaksville Landing	River Access, Hand Carry, Metal Steps	N/A	827 S Hamilton St, Eden, NC 27288	Exists	2
Leaksville Wildlife Boating Access	River Access, Paved Trailer Ramp	N/A	587 Bethlehem Church Road Eden, NC 27288	Exists	2
Rockingham County Tourism Center	Visitor Center	N/A	425 NC 65 Reidsville, NC 27320	Exists	2
Animal Shelter Trail	Trail, Walking, Near Animal Shelter	0.33 miles	250 Cherokee Camp Road Reidsville, NC 27320	Exists	2
Chinqua-Penn Walking Trail	Trail, Walking, Open Pasture	1.7 miles	2138 Wentworth Street Reidsville, NC 27320	Exists	2
Rockingham County Farmer's Market	Cultural/Historical Attraction	N/A	1844 Wentworth Street Reidsville, NC 27320	Exists	2
Lake Reidsville Trail	Trail, 2 Nature Trails & Hiking/Biking	3 miles	630 Waterworks Road Reidsville, NC 27320	Exists	2
Jaycee Park Trail	Trail, Around Schools	1.3 miles	124 Jaycee Park Reidsville, NC 27320	Exists	2 or 3
NC Lake Reidsville Park	River Access, Ramp Boating Access	N/A	630 Waterworks Road Reidsville, NC 27320	Exists	2
Settles Bridge Access	River Access, Hand Carry, Many Steps	N/A	36°24'38.9"N 79°49'36.1"W	Exists	1 or 2
Jacobs Creek Landing	Cultural/Historical Attraction	N/A	36°23'20.5"N 79°53'02.1"W	Exists	2
Klyce Street River Access	River Access	N/A	36.47666408368152, -79.77843008096427	Exists	2
Eden Greenway	Trail, Paved Walking/Biking	1.5 miles	Smith River Greenway, 368 W Stadium Dr, Eden, NC 27388	Exists	2
Spray Mills	Cultural/Historical Attraction	N/A	413 Church Street Eden, NC 27288	Exists	2
Bridge Street Recreation	Recreation Center	2 Tracks (1/6 & 1/4 miles)	319 N Bridge St, Eden, NC 27288	Exists	2
Draper Recreation Center	Recreation Center	0.25 miles	1720 Mill Avenue; Eden, NC 27288	Exists	2
Freedom Park	Park	1/4 mile track & 1 mile track	121 N. Edgewood Road; Eden, NC 27288	Exists	2

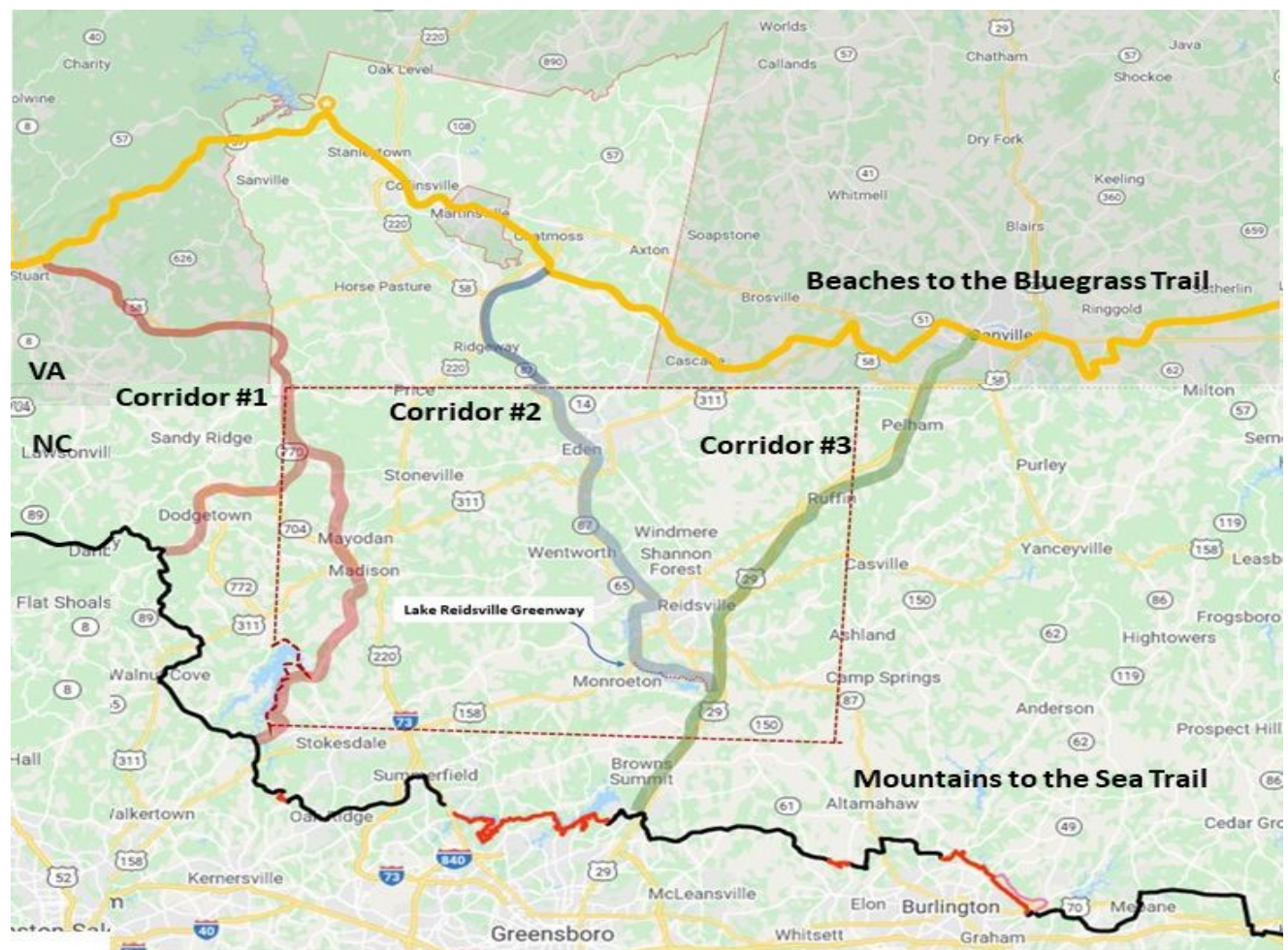
HK Griggs Park - 1/4 mile track	Park	1/4 mile track	400 Marcellus Place; Reidsville, NC 27320	Exists	2
Matrimony Creek Greenway	Nature Trail	1 mile	1335 Washington St.; Eden, NC 27288	Exists	2
Wentworth Town Hall Park	Recreation Department; Paved Trail	1/8 mile walking trail	300 S. Second Avenue; Mayodan, NC 27027	Exists	2
Rockingham Community College	Walking Nature Trail	1/4 mile track and 5 mile walking trail	NC Hwy 65; Wentworth, NC 27375	Exists	2
Rockingham County Veterans Park	Park/Trail	1/2 mile	NC Hwy 65; Wentworth, NC 27375	Exists	2
John E. Grogan Park	Walking Trail	1/4 mile	308 E. Stadium Dr.,; Eden, NC 27288	Exists	2
Smith River Greenway	Trail loop	1.7 mile trail loop	Meadow Road; Eden, NC 27288	Exists	2

Asset-Mapping/Corridor 3

NAME OF ASSET	TYPE OF ASSET	LENGTH	LOCATION	STATUS	CORRIDOR
Jaycee Park Trail	Trail, Around Schools	1.3 miles	124 Jaycee Park Reidsville, NC 27320	Exists	2 or 3
NC Lake Reidsville Park	River Access, Ramp Boating Access	N/A	630 Waterworks Road Reidsville, NC 27320	Exists	2 or 3
Haw River State Park	Multiple Trails, amphitheaters, boardwalk	6 miles	339 Conference Center Drive Brown Summit, NC 27214	Exists	3
Yancey House	Cultural/Historical Attraction	N/A	699 US-158 Yanceyville, NC 27379	Exists	3
Farmer Lake	River Access, Ramp to Lake Access	N/A	3268 Badgett Sisters Parkway Yanceyville, NC 27379	Exists	3
Caswell County Travel and Tourism	Visitor Center	N/A	144 Court Square Yanceyville, NC 27379	Exists	3
Hyco Lake	River Access, Boat/Ramp Access to Lake	N/A	9500 Semora Road Leasburg, NC 27291	Exists	3
Person County Tourism Center	Visitor Center	N/A	29 Reams Aveune Roxboro, NC 27573	Exists	3
Little River Regional Park & Natural Area	Trail, Multiuse	N/A	301 Little River Park Way Rougemont, NC 27572	Exists	3
Lake Park	Trail, Multiuse	5.94 miles	1013 Neal's Store Rd Roxboro, NC 27574	Exists	3
Mayo River State Park	Trail, Walking	1.8 mile loop & 1/2 mile loop	500 Old Mayo Park Road Mayodan, NC 27027	Exists	3

Mayo River State Park	Park	N/A	500 Old Mayo Park Rd Mayodan, NC 27027	Exists	3
High Rock Trail	Trail, Natural Surface, Moderate	1 mile	36°15'06.2"N 79°33'50.8"W	Exists	3
Caswell County Visitors Center	Visitor Center	N/A	36°31'12.0"N 79°28'48.0"W	Exists	3
John E. Grogan Park	Walking Trail	1/4 mile	308 E. Stadium Dr.,; Eden, NC 27288	Exists	2 or 3
Smith River Greenway	Trail loop	1.7 mile trail loop	Meadow Road; Eden, NC 27288	Exists	2 or 3

Finally, public stakeholder input provided recommendations and potential additions to the plan. A combination of virtual public meetings, online survey and one-on-one virtual meetings provided the data to represent citizen input into the Master Plan. Over 24 meetings were held from July, 2020 – November, 2020.



Public Input

The importance of public participation in the Master Planning process cannot be overstated. Although experienced outdoor recreation professionals are able to identify recreational needs in local communities, citizen input is required when designing an inclusive Master Plan and helping to prioritize these needs. Reaching out to community citizens is time consuming, yet it is critical to recognize that public money is being spent to build outdoor recreational assets. Public input combined with professional knowledge and expertise in guiding that input, is what ultimately makes a Master Plan successful.

Public participation contributes to better decisions because decision-makers have more complete information – in the form of additional facts, values, and perspectives obtained through public input – to bring to bear on the decision process. They can then incorporate the best information and expertise of all stakeholders. Decisions are more implementable and sustainable because the decision considers the needs and interests of all stakeholders, including vulnerable/marginalized populations, and stakeholders better understand and are more invested in the outcomes.

As a result, decisions that are informed by public participation processes are seen as more legitimate and are less subject to challenge. Decision-makers who fully understand stakeholder interests also become better communicators, able to explain decisions and decision rationale in terms stakeholders understand and in ways that relate to stakeholders' values and concerns. In addition, sustained public participation in decisions is critical to implementation of a Master Plan.

Typically, planners would schedule several events and convene hundreds of people in a room to discuss the components of a plan and share experiences related to the goal of the plan. This strategy would be supplemented with a brief online and/or printed survey. However, in 2020, large in-person gatherings were not an option in obtaining public input due to the global health crisis.

To obtain public input for this Master Plan, both public and private focus group virtual sessions were held and an extended-time, in-depth online survey was launched simultaneously. Close to 200 people have contributed their input to this Master Plan including sixty online survey participants, six personal interviews, and six public meetings.

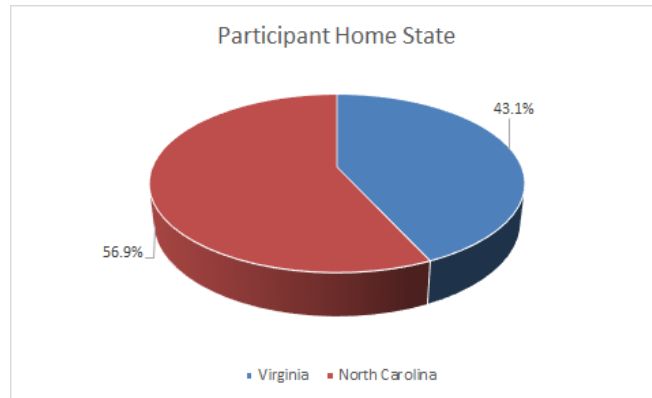
Master Plan Public Online Input Survey

The Public Online Input Survey was designed by the Dan River Basin Association (DRBA) and launched online in August, 2020. Input was promoted through DRBA's online e-newsletter and social media and through Reidsville Area Foundation and the Rockingham County Tourism Authority Department. The Survey was designed to gather information about current use of outdoor recreation and perceptions about the best location for a corridor to connect the two state-wide trail systems through the Dan River Basin and including Rockingham County, NC.

Master Plan Public Online Input Survey Results

Question 1: Where do you live?

- Survey Participant Demographics:



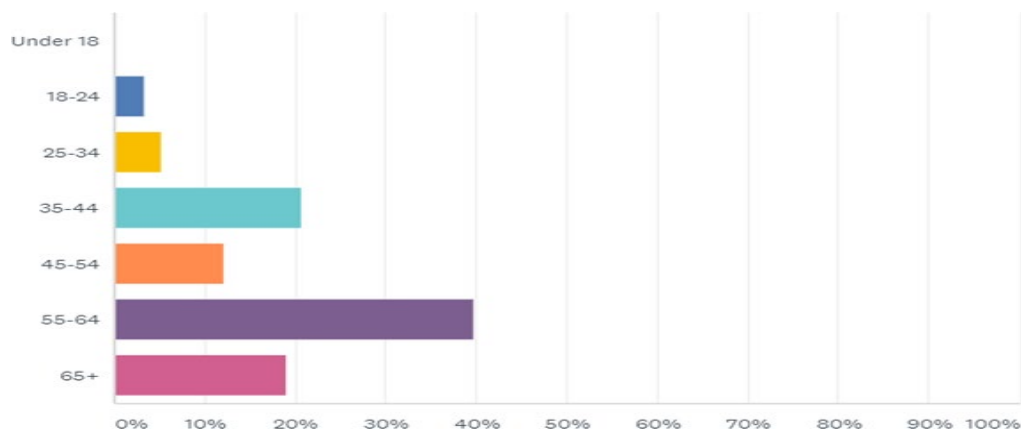
Participant City Representation:

Ararat, VA
Asheboro, NC
Bassett, VA
Brown Summit, NC
Carrboro, NC
Collinsville, VA
Danville, VA
Eden, NC
Greensboro, NC

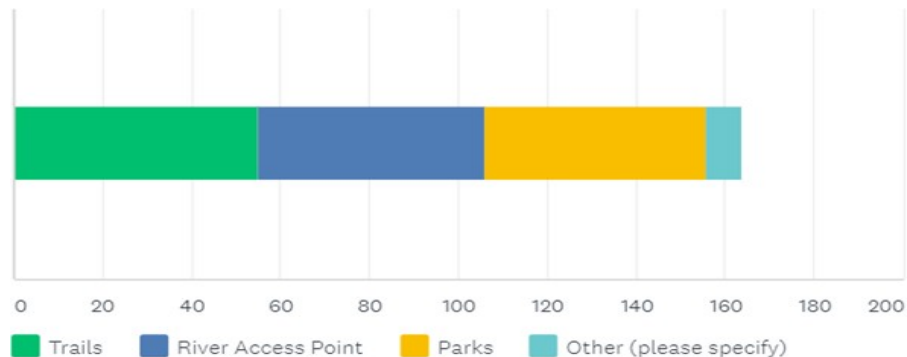
Halifax, VA
King, NC
Lawsonville, NC
Madison, NC
Martinsville, VA
Mayodan, NC
Meadows of Dan, VA
Patrick Springs, VA

Raleigh, NC
Reidsville, NC
Ridgeway, VA
Ringgold, VA
Semora, NC
Stoneville, NC
Stuart, VA
Wentworth, NC
Winston-Salem, NC

Question 2: What is your age?



Question 3: Do you support increasing the opportunities for, and/or improving any of, the following outdoor recreational assets in your region? Check all that apply.



Question #3 - Other Individual Responses

- No
- Gardens
- Heritage Tourism sites
- Rails to trails
- Nature preserves
- River activities
- Dog friendly spaces
- Along with outdoor recreation infrastructure, our region needs the ability to house visitors - we need to be able to put heads on beds. Being a day trip destination is great, but to be able to develop itineraries for multi-day activities, people need the amenities for staying overnight(s). And a variety of restaurants go hand-in-hand with this.

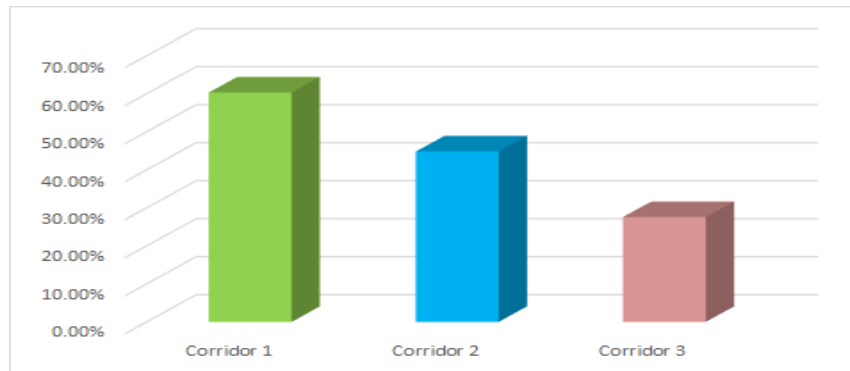
Question 4: Do you agree that connections between the two state trails would improve and increase tourism, economic development and/or business creation in our region?

- 89.66% Yes
- 0% No
- 10.34% I don't know

Question 5: Do you support exploring the development of trail corridor(s) that would connect the Beaches to Bluegrass Trail (the Virginia state trail) to the Mountains to Sea Trail (the North Carolina state trail) through the Dan River Basin?

- 98.28% Yes
- 1.72% No
- 0% I don't know

Question 6: Based on the map shown, which corridor(s) do you think would be the best to start exploring development? NOTE: No private property would be used without the permission of the owner. Check all that apply.



Question 7: The best way to develop a corridor is to use trails, walkways, sidewalks, etc. that already exist and connect them together. Using the maps shown in Question 6, do you have any suggestions of what trails or walkways that already exist that could be used to connect the state trails through the Dan River Basin?

Responses:

- Connecting through Haw River State Park would benefit both of you.
- The Mayo River Rail Trail in Stuart, VA, as well as the trail expansion plans through Town of Stuart as well as Rotary Club of Stuart
- Matrimony Creek or Smith River Greenway Dick & Willy and Silverbell
- Future development of the Mayo river state park in both NC and VA
- Utilize the larger urban areas' infrastructure as the "hub", linking Greensboro, NC-Guilford Courthouse National Military Park Trail System to Danville, VA-River Walk Trail System for the rural region connectivity in both states (Tobacco Heritage Trail in VA).
- There are several trails in Western Rockingham County.
- Chinqua Penn trail
- A & Y Greenway
- Farris Memorial Park, Mayo State Park
- Smith River Greenway Trails along Mayo River near state line
- The town of Stoneville would like to be included in the trail development by extending access under 220 into our town via Stoneville Memorial Park. From the Park visitors can use the Downtown Connector Trail to visit and support our economy. In the past, research and plans have been collected and remain stagnant. This is a great opportunity to revisit and include Stoneville in this system.
- More outdoor activities will increase growth for our area.

Question 8: Do you have suggestions or comments you'd like to share regarding the project in general?

- Drive by any of the Greensboro watershed trail lots on the weekend and they are packed, connecting especially for bikes would be awesome. Also you can check out strava to see a heat map which might be helpful with tracking usage and determining where to connect.
- This project would not only enhance tourism and economic development but also physical and mental health of many people while--importantly--preserving and allowing access to habitat- critical natural resources,
- Thank you for exploring this idea! It will be a great economic benefit to any of these three areas and an amazing trail to have in the region.
- These trails would bring many needed tourism dollars to the area. I would like to see a hiking/mountain biking trip from Stuart to Meadows of Dan. This would be a major draw and could host annual bike races and other events.
- Be as least evasive as we can!
- Go for it! Of course bias and want it to come into Patrick county
- Important to have bi-state and federal support for this initiative.
- Trails are commonly known to greatly benefit community cohesion, improve tourism and personal health, and increase property values.
- I think it should be the highest priority to maintain all trees possible along each trail.
- If it were totally up to me, I'd prefer to connect with a corridor north from Hanging Rock Park into Patrick County somewhere. But if you want the "greatest good for the greatest number", then I'd guess that corridor 3 would be best.
- Madison is currently looking at some type of river activities along the Dan River. This "may" incorporate trails.
- Thank you for undertaking these projects to improve local tourism.
- Excited to see any possibilities developed!
- Allow geocaching along the trails!
- I'm always in favor of ways to get folks outside :-)
- Need highway signage along newest I-73 corridor to promote and alert travelers
- Trails are an important economic driver for rural communities. They are way more than recreation for those who hike and bike.
- Build maintenance and repair plan/ costs into the initial budget
- Glad to see the conversations are happening, hopefully the community leaders will engage as well

Public and Private Focus Group Sessions

The public and private focus group sessions were held via Zoom and required registration. Each session presented the same slides and was facilitated by a DRBA staff person. Each session lasted 1-hour: 2 minutes for DRBA overview, 35 minutes for project overview and polls, and 20 minutes for questions and comments.

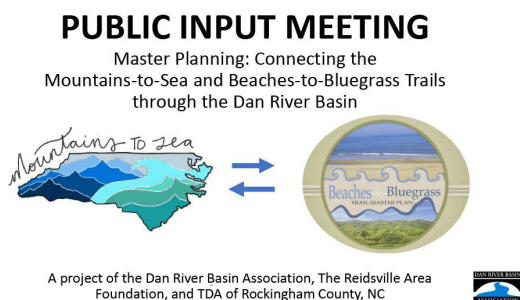
Focus Group Public Input Summary

- 100% of participants polled said a connection between states through the Dan River Basin had value in pursuing

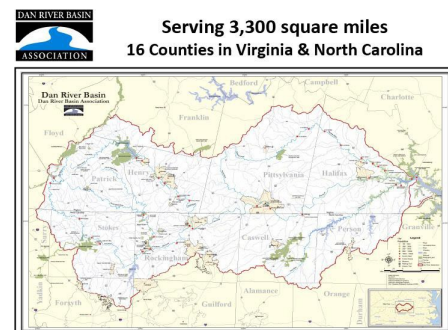
- Preferred corridors selection: Corridor 2 (60%), Corridor 1 (35%), Corridor 3 (5%)
- Additional assets noted:
 - New trails explored through new Mayo River State Park Master Plan
 - Hanging Rock Park trails (Corridor 1)
 - New trails in City of Reidsville (Corridor 2)
 - Dick and Willie Trails in Martinsville and Henry County, VA
 - Utilize river access points
- Questions and comments noted:
 - Will the chosen corridor utilize highways and streets?
 - Can you construct/develop more than one corridor?
 - How long (mileage) are the corridors?
 - How will people know where to go on the corridor?
 - Who will maintain the corridor?
 - How will the connection through the Dan River Basin be publicized?

(Below) Slides 2-4 presented general information about the Dan River Basin. Slides 5-6 provided participants with an overview of the project and the focus group session. Slides 7-10 provided information about the two state trails. Slides 11 - 19 focused on the goals of the master plan, provided time for discussion and three polls were launched: 1) Do you think a connection between the two state trails has value in pursuing? 2) Which corridor do you prefer for the connection and 3) Do you have any additional assets to add to any corridor? Slide 20 directed participants to also provide input through the online survey.

Slide 1

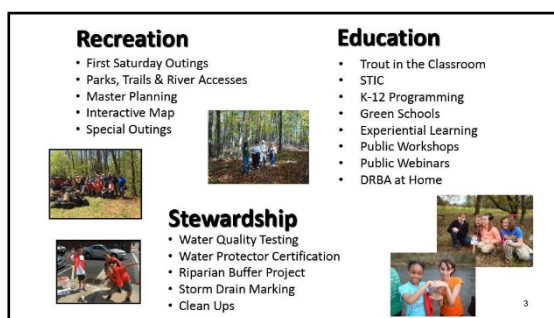


Slide 2



2

Slide 3



Slide 4



4

Slide 5

The Master Planning Process

1. A project idea is presented.
2. Gauge public interest in the project.
3. Review and refine data and concept.
4. Create a master plan.
5. Acquire financial support to implement.

WE ARE HERE

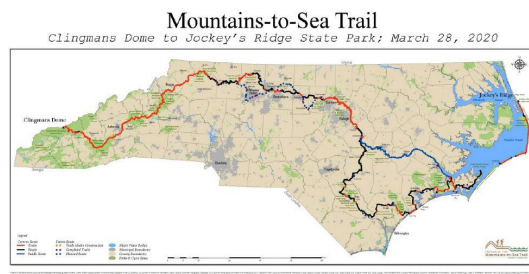
5

Slide 6

Our Goals for Today's Meeting:

1. YOUR INPUT: Should we explore the feasibility of creating a connector route through Rockingham County that would connect the MTS and B2B trails?
2. YOUR INPUT: If so, what region of the Basin would you prefer to see the route connect to?

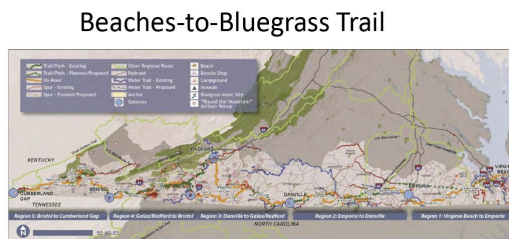
Slide 7



Slide 8



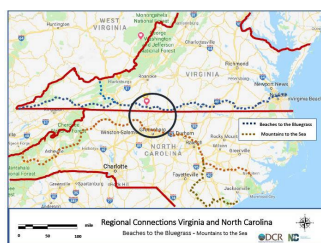
Slide 9



Slide 10



Slide 11



Slide 12

What is the potential value of this project?

- ECONOMIC
- HEALTH
- FAMILY
- TOURISM

POLL - Do you see any value in exploring a connector trail through Rockingham County?

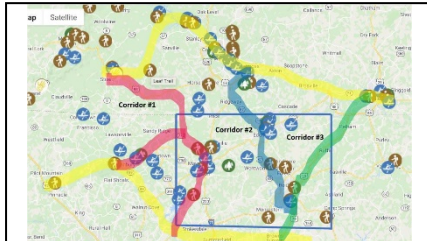
Slide 13

Slide 14

A Note on Connector Routes (Trail Corridors)

- A connector route is not the same as a trail.
- Rockingham County has 35.42 miles of existing trail, scattered throughout the county.
- A connector route would attempt to utilize as many of those already-existing trail miles as possible.

Slide 15



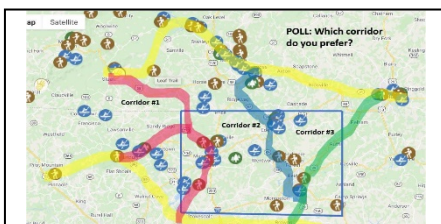
Slide 17

Potential Corridor #2

- Haw River State Park: 2 miles
- Lake Reidsville Trail: 3 miles
- Lake Reidsville boating access
- Jaycee Park Trail: 1.3 miles
- Chinqua-Penn Walking Trail: 1.7 miles
- Animal Shelter Trail: 0.3 miles
- Smith River Greenway
- Dan River Access Points
- If you are aware of any additional assets along this corridor, please type it in the chatbox.



Slide 19

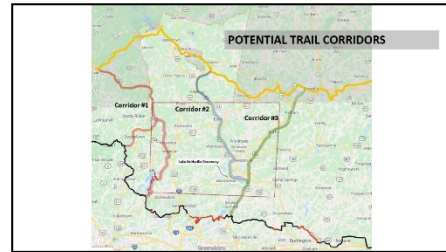


Polls Summary

During the presentation, three polls were launched. Below is the summary of responses:

- 1) Do you think a connection between the two state trails has value in pursuing? Yes, 100% No, 0%
- 2) Which corridor do you prefer for the connection? #1, 21% #2 76% #3, 3%
- 3) Do you have any additional assets to add to any corridor? Yes, 0% No, 100%

NOTE: During the discussion period, several assets were mentioned, however all were already included in the Asset Mapping Inventory.



Slide 16

Potential Corridor #1

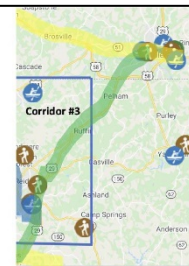
- Knight Brown Preserve: 3 miles of trail
- Belevs Creek Lake boating access points
- Mayo River State Park: ~2 miles of trail
- Dan River boating access points
- Farris Memorial Park: 1.1 miles of trail
- Idol Park: 0.5 mile trail
- If you are aware of any additional assets along this corridor, please type it in the chatbox.



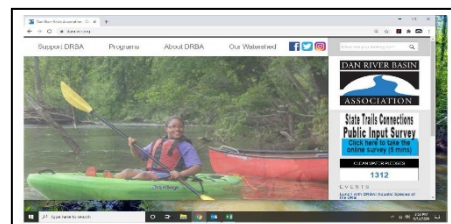
Slide 18

Potential Corridor #3

- Jaycee Park Trail: 1.3 miles
- Lake Reidsville Trail: 3 miles
- Lake Reidsville boating access
- Ballou Nature Trail, Danville
- Danville River Walk, Danville: 8.5 miles
- Angler's Ridge Mtn. Bike Trail, Danville
- Dan River boating access points, Danville
- If you are aware of any additional assets along this corridor, please type it in the chatbox.



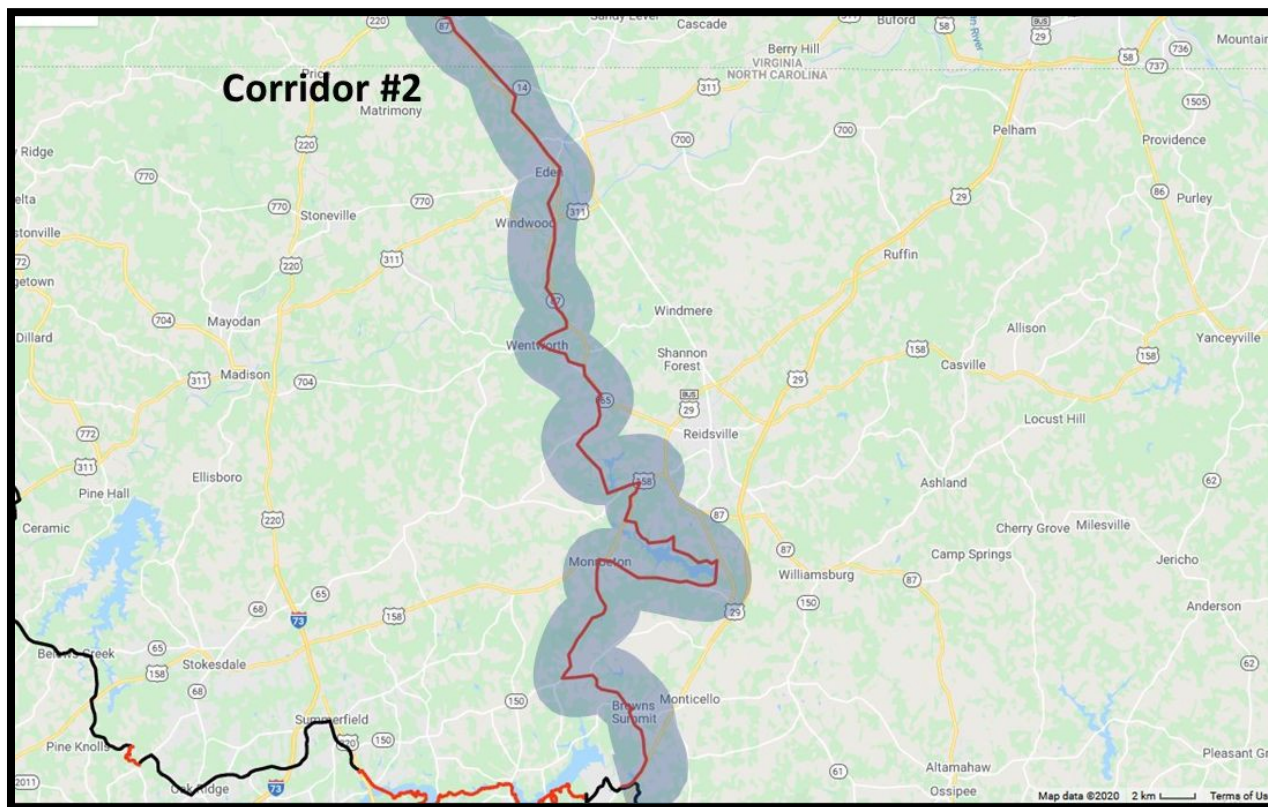
Slide 20



Recommendations

With a large network of existing trails and a developing network of planned and proposed trails, Rockingham County is well-positioned to link scenic landscapes, unique geographies and cultural features with a series of epic trails. These trails will connect communities, local economies and opportunities for outdoor adventure across the region.

Based on asset-mapping, fieldwork and public input, it is recommended that implementation of Corridor #2 is explored first.



Variations of the route through Corridor #2 should consider bike friendly roads, alternate routes and spurs to a various destination. Branding and wayfinding are key components in marketing and user-access.

Building upon successful completion of the first major connection route, it is recommended to explore feasibility of Corridor #1 routes and possible connections, followed by Corridor #3 and connections.

Having multiple connection corridors will enhance the economic value of the project and expand the usability to a wider population.

Other Considerations

It is critical to focus on trail systems that pass through population centers. Completed segments through community gateways will raise the visibility of the connection between the two statewide trails and provide demonstration projects for measuring success. Having paths/trails that are designed, marked, connected and maintained through the heart of each city, town, village and crossroad community along the corridor will be one of the best ways to advertise and expose the general population to this new component of Rockingham County's infrastructure.



Creating a highly accessible and highly visible trail will encourage communities to integrate activity into daily routines. The people who benefit from regular use of the trail will have a vested interest in closing the gaps. If trail development through the population centers is successfully completed, it will allow local residents and visitors alike to commute across town, experience beautiful country trails and explore beyond their neighborhoods. As the mileage of completed trail increases, it will be essential to plan for the gaps in the system to link trail already on the ground.



After the initial corridor is determined and adopted, county and park planners should begin working with local communities and organizations to develop plans for specific areas along the route. The MTS to BTB Connection Corridor should adopt design standards to be used in the selection and design of shared-use path and trail facilities. These guidelines will serve as a toolbox that helps planners, designers, and engineers select appropriate facilities and treatments given the project context for existing and proposed shared-use paths.

The Corridor should include both shared-use paths and other trails that may extend beyond the reach of all trail users. In order for the trail network to become a highly functional, system that can be used for recreation and transportation, it is critical to plan and design for modern bicycle and pedestrian facilities. Planners should take the best bicycle, pedestrian, and shared-use path information and resources that are available nationally and apply them to the local context of the Connector Corridor. A pedestrian, bicycle, shared-use path and trail design are rapidly evolving, and design manuals should be regularly updated to reflect the latest proven designs and treatments.

The trail network should connect people to places they want to go. The network should provide continuous direct routes and convenient connections between destinations such as parks, historic sites, other trail networks and recreational opportunities. A complete network of on-street bicycling facilities should connect seamlessly to existing and proposed bicycle facilities, shared-use paths and trails to

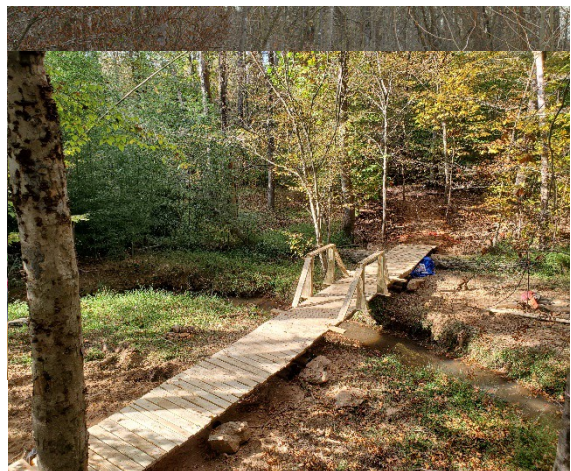
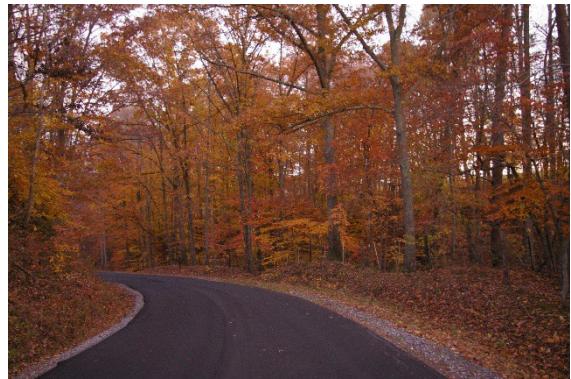
complete recreational and commuting routes and be accessible and easy to use. Sidewalks, shared-use paths and crosswalks shall permit the mobility of residents of all ages and abilities and allow all people to easily find a direct route to a destination with minimal delays, regardless of whether these persons have mobility, sensory, or cognitive disability impairments. Bicyclists have a range of skill levels, and facilities should be designed with a goal of providing for inexperienced recreational bicyclists (especially children and seniors) to the greatest extent possible. Bicyclists have a legal right to use all roads (except freeways, from which they are prohibited unless a separate facility on that right of way is provided). This means that most roads can be used by bicyclists and should be designed, marked and maintained accordingly.

The Corridor environment should be attractive and enhance community livability. Good design should integrate with and support the development of complementary uses and should encourage preservation and construction of art, landscaping and other items that add value to communities.

The walking and bicycling environment connecting to, and along the Corridor, shall be safe. All shared-usepaths and trails shall be physically safe and perceived as safe by all users. Safety means minimal conflicts with external factors, such as noise, vehicular traffic and protruding architectural elements. Safety also means routes are clear and well-marked with appropriate pavement markings and directional signage.

The trail network improvements should be economical. Pedestrian and bicycle improvements should achieve the maximum benefit for their cost, including initial cost and maintenance cost, as well as a reduced reliance on more expensive modes of transportation. Where possible, improvements in the right-of-way should stimulate, reinforce and connect with adjacent private improvements.

A “Friends” of the Corridor and/or individual trails segments would be beneficial to facilitating local area sustainability.



Suggested Agreements, Guidelines & Policies

Although the connection of the Beaches to Bluegrass and Mountain to Sea statewide trails through the Dan River Basin will not be a “traditional” trail, there still may be a need for construction of new trail segments, agreements of land use, and related policies to implement the Master Plan. Following are examples and definitions of potential arrangements.

Trail Agreements

There are numerous ways in which a trail becomes a reality. From the agreement with the property owner to allow for the trail, to the final alignment and aesthetic details, discussions and many decisions have to be made. From the property owner perspective, any trail should not compromise current property use to any extent agreed upon. The trail should also not cause concern of liability for the property owner.

From the trail user standpoint, the trail needs to be safe. It needs to be clearly marked and delineated. This is advantageous to the property owner as well. It also needs to be a complete and pleasurable experience. For all interested parties, the trail needs to be routed and located in such a way as to minimize constant maintenance and up-keep, other than regularly scheduled pruning and occasional repair from use.

In order to establish a functional, efficient, and usable trail system, a network of trail facilities is needed, linking off-road paths, trails and greenways with on-road bicycle routes, along shoulders and in bike lanes. This also includes sidewalks and crosswalks. As part of this effort, several key variables for trail users need consideration, including:

- Trail safety, including design and signage
- Connectivity of routes and facilities
- Directness of routes
- Attractiveness of routes and facilities
- Comfort for all types of trail users

The following is a sampling of common practices related to trail agreements, as well as design and use guidelines.

Easements

To understand exactly what an easement is, it is best to define what is meant by “ownership” of a piece of property. This may best be described as a “bundle of rights,” which includes the right to occupy, use, lease, sell, and develop the land. An easement involves the exchange of one or more of these rights from the landowner to someone who does not own the land. An easement permits the holder certain rights regarding the land for specified purposes while the ownership of the land remains with the private property owner.

An easement is either voluntarily sold or donated by the landowner and constitutes a legally binding agreement that prohibits certain types of development or activities from taking place on the land while protecting its underlying conservation value. Easements are drawn up as permanent deeds and are

recorded with the county Register of Deeds. Typically, the landowner conveys the easement to a qualified organization, such as a local land trust, local government agency, or other non-profit organization designed to hold it as a long-term stewardship responsibility and guarantee that the terms of the easement will be respected. The landowner retains ownership of the property, with the rights to sell the land or pass it along to his or her heirs. The terms of any easement will transfer intact to new ownership. Whether the easement holder is a public or non-profit organization, the holder has the responsibility to enforce and abide by and adhere to the requirements stipulated in the easement.

Trail easements are legally enforceable agreements through which the owner of land promises to preserve a linear corridor in its natural state and keep it substantially free of future development. This action is often referred to as “removing the development rights” from a given piece of land, or, in the case of trail easements, from a specific linear corridor that travels across a piece of land.

For trail purposes, such an agreement should include language stipulating public access for trail use. Such a restriction constitutes an “interest in land” that runs with the land and is binding on future owners. The trail corridor remains the property of the owner and can be sold or disposed of, but the trail easement is in perpetuity. This agreement to preserve identified land and allow public access along the trail can be donated or sold for its appraised value to a trail group, town, county or public agency. Donations of land or development rights are usually tax deductible, with the amount of the deduction depending on the individual circumstances of the owner.

A trail access easement is much like a right-of-way. Trail easements usually consist of a linear corridor 12 to 20 feet wide, though abandoned paths, routes and rail lines may be substantially wider. The actual trail is cleared of brush and is usually just 4 to 8 feet wide, depending on terrain and users. It is good to have a wider corridor beyond the trail “tread” so that a buffer exists between trail users and other uses of the land to ensure the safety and quality of the trail experience. The easement assures connectivity for the trail from one side of the property to the other as it passes onto neighboring properties.

Easements usually contain a provision for the relocation of the trail, either permanently or temporarily, at the landowner’s request. In this case, responsible agencies will work with the landowner to relocate in a way that maintains connectivity and accommodates both a quality trail experience and the land-management needs. Trail easements are the best tool for permanent trail protection, short of outright acquisition of the property by a non-profit or government agency. They are permanent and appear on the title of the property.

Land Trusts

Land trusts are local, regional, statewide or national organizations that are established to protect land and its resources. They may also be referred to as conservancies, foundations, or associations. Their main purpose is to protect land that has natural, recreational, scenic, historic, or productive value. They are the fastest growing arm of the conservation movement today, with approximately 1,200 established and 50 new ones being formed every year in the United States. Land trusts are different from other conservation or preservation organizations by means of their direct involvement in land transactions. They initiate, implement, and monitor land protection devices for individual pieces of property or for larger land areas, depending on the trust’s specific goals. Sometimes their land protection efforts are combined with other conservation organizations, but their major objective is the preservation of the land itself so that it may continue to be a resource for future generations. Land trusts often are formed to protect particular land related resources: forests, farmland, open space, wetlands, or historic districts.

Land trusts protect land through several tools, including conservation easements, acquisition of land through direct purchase or bargain sale, land donation, life estate plans, and limited development strategies. Some land trusts own land outright and are responsible for its preservation and management, while others own no land but are primarily involved in monitoring easement restrictions. Land trusts also provide technical assistance to landowners deliberating on land preservation options as well as planning and educational services for local communities and the general public.

A land trust is usually organized as a private, non-profit, incorporated organization. This enables the land trust to hold titles to real estate and to accept charitable donations. The private, non-profit land trust has the advantages of prompt response time, fewer regulatory/ statutory restraints, confidentiality, a tax-exempt status, and professional stewardship services. In some states, public agencies can perform a function similar to private land trusts. The advantages of the public agency include less time and paperwork to get the organization started and a greater likelihood that it will continue to exist to serve its function in perpetuity.

Sometimes publicly supported land preservation programs require that both a private, non-profit land trust and a public local or state agency hold conservation easements to provide maximum protection for preservation strategies.

Land trusts are usually started by a group of citizens in a community where an interest in the preservation of land has emerged as an issue with local significance. Technical help is available from several national land conservation organizations.

Memorandum of Understanding

A Memorandum of Understanding (MOU) is a document describing a bilateral or multilateral agreement between parties. It expresses a convergence of will between the parties, indicating an intended common line of action. It is often used in cases where parties either do not imply a legal commitment or in situations where the parties cannot create a legally enforceable agreement.

An MOU can be employed where a property owner does not wish to record an easement but will allow for the trail anyway. The MOU will constitute a “hand shake” of understanding between any entity constructing and maintaining the trail, trail users and the property owner. The MOU should state that the trails are open to the public for educational and recreational purposes and that the property owner is relieved of liability in such case. However, it should require a property owner allowing hunting to post notice of such conflict or danger. It should also specify who is responsible for maintenance. Many agreements can be added into the MOU, but the document itself is not a legally binding document. To satisfy agencies that provide funds to build trails, either easements or MOUs with property owners are typically required.

Liability

Liability related to trails is covered in State General statutes. Typically trails adjacent to or near a potential conflict of interest, such as between hunters and trail users, should have highly visible posted information that hunting occurs on adjacent properties to remind people not to trespass. Signage at trailheads and educational materials, along with a clearly marked corridor, can ensure any such conflicts or accidents do not occur. There may also be the posting of signs along the trail easement periphery at regular distances. Property owners will also need to post signs on their property establishing a safety zone between the trail and the active hunting land.

Trail Route Planning and Design Guidelines

The Master Plan was conceptualized by identifying known outdoor recreational assets in the region and matching that information with citizen input. While certain conversations during the Master Plan process required studying parcel-specific opportunities and constraints, the Master Plan itself does not recognize property lines. As a conceptual plan, its purpose is to propose the vision of a connection between two state “trails” through the Dan River Basin. However, conceptual ideas in the Master Plan can have a real effect on a property and on a property owner. This is particularly true where there is deep emotional attachment to the land or in urban settings where privacy and space are considerations. Therefore, certain guidelines are offered as a way to best route and design a trail at a more precise level. These are only guidelines, but subscribing to them as completely as possible can provide the best sustainable trail experience with the least amount of maintenance for a community. Planning guidelines encourage routing trails and building river access points across public land, rights-of-way, or easements acquired from willing landowners. Existing easements, such as sewer and gas easements, would require a land owner to update said easement to allow for a trail, but this may be an excellent alternative route option for several trail sections. Some easements may end up as the permanent route. This decision will need to be evaluated on a case-by-case basis.

Process

First and foremost, a trail route or river access point must adequately take measures to protect major ecological systems, including but not limited to legacy forests, surface water bodies, riparian corridors, viewsheds, historic landscapes, prime agricultural land and endangered species habitats. It is also necessary to identify those areas where human trespass is permissible and where it should be minimized. This will require “boots on the ground” planning in cooperation with property owners for every section of trails and river access. Protecting flora and fauna that are significant contributors to the region’s natural beauty - the area’s primary potential economic resource - is fundamental as a foundation of the county’s cultural landscape. A simple and consistent process for “on the ground” trail route planning will yield informed decisions. In the end, all trail routes should be walked, with property owner participation and/or permission, to verify any decisions based on maps and to capitalize on “in the field” attributes such as significant trees, rock outcroppings and other natural features.

- Identify endpoints of trail or any phase of a trail
- Determine if endpoints need to be on same side of any waterway
- Identify other crossings which can incur additional costs
- The trail route corridor should follow any Flood Plain Fringe.
- Work closely with the property lines/owners for best workable options and feasibility.

Trail Development Guidelines

There are three goals to strive for when designing and building trails:

- Limit environmental impacts
- Ensure a trail will have minimal maintenance, other than routine upkeep or occasional rerouting
- Provide a pleasurable and memorable experience for the user, including avoiding user conflicts

Creating the pleasurable experience is more than providing the story at a historic or cultural site; it involves the space between destinations. In an expansive system, the trail can become the destination itself with the other amenities being “bonus” opportunities to socialize, learn and contribute to enjoyment.

Trail Facilities

As use and demand persist, it will be necessary to invest in facilities such as restrooms, rest stops, shelters, and fountains for drinking water. They can be incorporated into larger sites of historical, cultural and natural significance or may stand alone. Any facilities and/or trailheads built as part of the Master Plan effort should fit in to the community in which they are located. As civic areas, they should be positive and desired amenities in the community and the landscape and should:

- Enhance compatibility with local architecture and landscape in design
- Utilize traditional materials and methods in facility design
- Use local/indigenous landscape and construction materials
- Restroom facilities are encouraged to be composting toilets that are low maintenance and open year-round.

Trailhead

Although the connection between the two state trails will be a quilt of existing and new trails, pathways and roadways, there will still be a need for trailheads that provide starting and ending points for use of each section of the trail and may be locations where motor vehicle and bicycle parking are provided.

There are usually two classifications of trailheads, regional and local trailhead. Regional trailheads should include vehicle parking, public restroom facilities, benches, seat walls, bicycle parking, informative exhibits and maps, water fountains, sanitation resources for pet owners and other features. Local trailheads occur at intersections with roadways. They typically have a sign or gateway element indicating the presence of the trail and may include additional features such as benches or seat walls and informative exhibits and maps. Trail use rules are typically posted at each local trailhead and parking along the road shoulder.

Waysides provide places to stop and rest along the way. Located between trailheads, waysides may stand alone or may link to larger sites of historical, cultural or natural significance. They can include the same amenities found at trailheads or may simply be a bench and covered area.

Maintenance

This connection between the two state trails will be owned and maintained by several stakeholders and partners. In some cases, “Friends” groups can be formed to assist with volunteer maintenance of a trail. The “Adopt-a-Trail” program and volunteers may also be utilized to assist in maintenance, repair and refuse removal. Municipalities can also maintain trails and pathways along the connection corridor. For each “section” of the corridor trail, trash removal, landscaping and general maintenance needs to be determined before any new construction of trail begins.

Adopt-a-Trail

Adopt-a-Trail is an all-volunteer program that will give the public an opportunity to be actively involved in conserving and maintaining the natural wealth and beauty of a trail. Volunteers can assist Parks and Recreation or other Authority staff with the vital task of improvements and maintenance. Adopt-a-Trail grant opportunities are provided through DRBA in partnership with the local municipality.

The current Adopt-a-Trail program states that a trail or trail section must be adopted for a period of one year. Trail inspections may include the following: observing the condition of trailhead parking lot, bulletin board and trail signs, monitoring trail conditions and performing routine maintenance, picking up litter, and notifying of any problems or additional maintenance needs.

Volunteers are asked to visit the adopted trail or trail section at least six times per year (approximately once every two months). Routine maintenance involves keeping the trail surface free of loose rocks, limbs and other debris, pruning small limbs from the trail corridor, cleaning waterbars and drainage ditches, and clearing debris from benches, bridges, and other structures. Volunteers are provided information and instruction on maintaining specific trails to meet area management guidelines. Volunteers are asked to provide their own trail maintenance tools. Volunteers should also report any suspicious or illegal activity.

The safety of the volunteers is critical, and they are encouraged to dress appropriately for trail work and use gloves, safety glasses and other protective gear when necessary. In addition, all work should take place during daylight hours and be performed with safety in mind.

Benefits of Outdoor Recreation Assets

Outdoor recreation is an easy and affordable means of enjoyment for men, women and children of all ages. It provides a way to get outside and enjoy the natural surroundings and to breathe in the fresh air.

However, getting outside to enjoy a beautiful day isn't a personal indulgence. Enjoying outdoor recreation, such as mountain biking, hiking or kayaking provides numerous benefits for children, families, businesses, municipalities and the environment.

- Outdoor recreation has psychological benefits, including the prevention or reduction of stress; improved self-esteem, confidence and creativity; spiritual growth; and an increased sense of exhilaration, adventure and challenge from life.
- Getting outside provides physical benefits, such as aerobic, cardiovascular and muscular fitness, as well as improved functioning of the immune system.
- The great outdoors affords social benefits like bonding with like-minded people who enjoy outdoor activities and feeling an increased pride in your community and nation.
- Outdoor recreation pays off with economic benefits. People who regularly participate in outdoor recreation tend to be more productive at work. Outdoor recreation creates job opportunities for others, which leads to economic growth. In addition, the preservation of the natural areas needed for outdoor recreation increases property values.
- Outdoor recreation provides environmental benefits, including increased environmental awareness. Concern that results from outdoor recreation can lead to increased involvement in environmental issues.

The beneficial impact of outdoor recreation amenities can be evaluated in short- and long-term impacts, including tourism opportunities and associated business ventures. The investment in outdoor recreation is a long-term investment in the tourist trade. In the short-term, however, there is the potential to have immediate returns in terms of dollars saved on public health by reducing obesity and increasing physical

fitness. In addition to creating jobs related to trail and river access development, their associated tourism creates a need for jobs in food service, accommodation, transportation and other industries.

More than four million residents of metro areas in North Carolina and Virginia live within an easy day's drive to the Dan River Basin. Scenery and access to natural areas are top reasons given for planning a trip, according to a recent study by Virginia Tourism.

People are becoming increasingly aware of the finite, interconnected and fragile nature of the natural environment, and tourism is becoming an increasingly popular expression of this awareness. In fact, tourism is now the world's largest industry, with nature tourism the fastest growing segment. Those four million people in the Piedmont, or a portion thereof, are travelling and spending money. For current businesses, it means sales tax and revenues.

Economic Benefits

Local governments are facing growing pressure with respect to encouraging or maintaining quality of life, addressing social issues, and ensuring recreation and leisure services remain a fundamental service for all residents, businesses and visitors. Competing needs and conflicting priorities for limited resources are often felt in a reduction of access to the benefits to physical health, social development, community well-being and ultimately economic vibrancy.

Outdoor recreational assets and services contribute to economic development by attracting business to communities (recreation, sport, arts, culture, outdoor/environmental). In addition, they draw tourism and contribute to local economies and can be significant employment generators.

Small investments in outdoor recreation can often yield large economic returns from events, capital development, and ongoing services. Green spaces increase property value and tax revenue on adjacent land, and are often used as marketing features by developers.

Economic benefits include, but are not limited to:

- Opportunity to attract tourists
- Attract, create and stimulate business whose employees are eager for outdoor recreation
- Trail construction employment opportunities
- Enhanced ability to attract and retain business through improved quality of life
- Potential for increased property values
- Outdoor recreational assets offer less costly places to exercise than indoor gyms and clubs

Health Benefits

The provision of a connection corridor trail that spans between the two statewide trails can provide an option for regional citizens to exercise, in addition to organized recreational opportunities. In the outdoor industry it is widely believed that for every dollar spent on trails nearly three dollars of public health benefits are produced.

Outdoor exercise can have more beneficial effects than indoor exercise. Spending time in nature's silence better acquaints people with their own thoughts and feelings, leading to a sense of calm and inner peace. Walking just twenty minutes a day can improve health dramatically. Walking is a low impact exercise that can help manage weight, lower diabetes risk, improve mood, lower cholesterol and

blood pressure and has many other health benefits. It's a simple form of exercise that is free and accessible to everyone.

Trails and access to river-related activities provide a more affordable alternative for physical activity than traditional team sports and fitness classes. Physical activity helps to:

- Control weight
- Control high blood pressure
- Reduce risk for type 2 diabetes, heart attack, and colon cancer
- Reduce symptoms of depression and anxiety
- Reduce arthritis pain and disability
- Prevent osteoporosis and falls
- Foster healthy muscles, bones and joints
- Maintain function and preserve independence in older adults

More and more doctors are also recognizing the psychological needs that can be satisfied with outdoor recreation. A great walk through the woods or in the outdoors can trigger additional brain activity that has been observed to provide physiological relief. Researchers have found that those who exercise in natural settings feel more restored and less anxious than those who burned the same calories in a gym. Walking on a treadmill is very systematic and lacks the soothing influence of a walk in the woods.

Some physical benefits may not seem so obvious. Safe off-road routes that cater to multiple user groups offer an alternative to driving. Choosing to use a trail instead of making a trip in the car can reduce the likelihood of accidents by reducing the total number of cars on the road and trips made in a community.

Environmental Benefits

The environmental benefits of outdoor recreational assets are primarily associated with where the amenity exists such as being incorporated into a buffer on the river. Other factors, including easements and their type and purpose, can also play a role in providing environmental benefits.

Trail corridors and buffers preserve public open space, reduce and filter stormwater runoff, can regulate stream and river temperatures, provide an opportunity to reduce air and water pollution by providing transportation alternatives and provide protected wildlife corridors for migration and inhabitancy.

Public outdoor recreational assets help to preserve a public open space. Trails and river access points often encourage the preservation of forested areas which provide multiple benefits. When located as part of a streamside forest, forested trail areas help protect water and air quality and provide protection against flooding, erosion and sedimentation, and stream corridor degradation. These vegetated corridors and buffers along streams and rivers help to filter runoff. This is essential for protecting water from fertilizers, pesticides and other harmful pollutants, particularly in heavy rain events. In addition to impacting water quality, destruction of critical ecological areas destroys plant and animal habitats. Healthy creek and river banks are vegetated, not only providing runoff protection and stream bank stabilization, but also helping to maintain desired water temperatures for wildlife. Additionally, healthy streams will have pools as well as shallows. Stream bank stability ensures minimal erosion and preserves the aquatic habitats.

Plans for future trails, blueways and greenways can serve both to protect natural areas along streams and floodways and to provide important non- motorized transportation linkages. When trails provide safe off-road routes which cater to multiple user groups, the option to walk or bike can replace a choice

to drive. This can reduce the amount of carbon dioxide released in a community. While the offset may seem minimal, it carries more weight when coupled with the physical and social benefits and also contributes to the overall goal of sustainability of the system and the community.

Primary concerns related to the protection of streams and rivers are:

- **Water Quality:** Stream buffers are vegetated boundaries alongside waterways, which are critical to filtering out sediment, nutrients and other pollutants that would contaminate water. To maintain and enhance water quality, it is critical that stream buffers remain intact along streams and rivers.
- **Flood Control:** Forested buffers supply flood control, slowing the flow of storm water and allowing it to spread out across the floodplain where it can be absorbed. Depending on the stream, soils and topography, buffers should be between 50-200 feet wide.

Social Benefits

Wherever outdoor recreational amenities have become a strong component in an area, parts of the community have become connected as its citizens have met and come to know one another in the outdoors.

Outdoor recreational amenities can:

- Improve the quality of life and desirability of an area
- Provide a public open space
- Provide an opportunity for gathering and community interaction

The social benefits also include making connections to history and culture, tying together generations of conflict and resolution, boom and bust, and livelihoods of days gone by and those of tomorrow. The social benefits are additionally augmented when coupled with the stories and lore of surrounding communities. These will be accessible with connections to trails and features beyond the borders of our area with trails such as the Mountains-to-sea Trail and Beaches-to-Bluegrass trail. Educational opportunities abound with a well-planned network of trails and access to the river that link children and adults with nature. These same outdoor recreational assets can be designed and located to tell the stories of the area's rich heritage.

EcoTourism

In response to the increasing appreciation of nature experiences, a new travel ethic has arisen which is now called "ecotourism." This term has become increasingly popular in both conservation and travel circles; however, it must be noted that most tourism in natural areas today is not ecotourism and is not, therefore, sustainable. A walk through the forest is not ecotourism unless that particular walk somehow benefits that environment and the citizens who live there. A rafting trip is only ecotourism if it raises awareness and funds to help protect the watershed. Ecotourism can thus be distinguished from nature tourism by its emphasis on conservation, education, traveler responsibility and active community participation.

Specifically, ecotourism possesses the following characteristics:

- Conscientious, low-impact visitor behavior
- Sensitivity towards, and appreciation of, local cultures and biodiversity
- Support for local conservation efforts

- Sustainable benefits to local communities
- Local participation in decision-making
- Educational components for both the traveler and local communities

While increased tourism must be managed to avoid damage to the landscapes and ecologies that people come to visit, this same growth creates significant opportunities for both conservation and local community benefit. Ecotourism can provide much needed revenues for the protection of natural areas, revenues that might not be available from other sources. Additionally, ecotourism can provide a viable economic development alternative for local communities with few other income-generating options. Local lore and storytelling fascinate visitors, and the cultural history is conserved in the process. Moreover, ecotourism can increase the level of education and activism among travelers, making them more enthusiastic and effective agents of conservation.

This resource and its approach to marrying preservation with appropriate new business can be explored as a catalyst for local tourist industries and other sources of community revenue. Ecotourism creates jobs in food service, accommodation, transportation, and other industries.

Ecotourism also provides a powerful incentive to protect the environment. One of the basic tenets of ecotourism is to engage local communities so they benefit from conservation, economic development and education. By bringing residents into the business of ecotourism, not only can local people meet their economic needs, but they also can maintain and enhance the “sense of place” that is critical for long-term conservation.

Many rural city and county tourism businesses have hopped on the bandwagon of ecotourism. A common ecotourism goal is the creation of economic benefits, whether profits for companies, community jobs or outdoor recreational revenue. Ecotourism can create jobs in remote areas far better than in metropolitan areas.

Additional Resources

The following descriptions are intended to provide an overview of available options and do not represent a comprehensive list. Funding sources could be used for a variety of activities along the Beaches to Bluegrass - Mountains to the Sea Connector trails including: planning, design, implementation and maintenance. The funding amounts, fund cycles and even the programs themselves are susceptible to change without notice.

The largest source of federal funding for bicycle and pedestrian projects is the US DOT’s Federal-Aid Highway Program, which Congress has reauthorized roughly every six years since the passage of the Federal-Aid Road Act of 1916. Moving Ahead for Progress in the Twenty-First Century

MAP-21

(MAP-21) was enacted in July 2012 as Public Law 112-141. The Act replaced the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), which was valid from August 2005 - June 2012. The newest iteration of the bill, the Grow America Act, will be put before Congress in the next session.

MAP-21 authorizes funding for federal surface transportation programs including highways and transit for the 27-month period between July 2012 and September 2014. It is not possible to guarantee the continued availability of any listed MAP-21 programs, or to predict their future funding levels or policy guidance. Nevertheless, many of these programs have been included in some form since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, and thus may continue to provide capital for active transportation projects and programs. The newest version of the surface transportation bill being proposed, called the Grow America Act, will continue to provide support for active transportation.

Federal monies are administered through the Department of Transportation (VDOT) and metropolitan planning organizations (MPOs). Most, but not all, of these programs are oriented toward transportation, not recreation, with an emphasis on reducing auto trips and providing inter-modal connections. Federal funding is intended for capital improvements and safety programs, and projects must relate to the surface transportation system.

There are a number of programs identified within MAP-21 that are applicable to bicycle and pedestrian projects. These programs are discussed below.

Transportation Alternatives

Transportation Alternatives (TA) is a new funding source under MAP-21 that consolidates three formerly separate programs under SAFETEA-LU: Transportation Enhancements (TE), Safe Routes to School (SR2S) and the Recreational Trails Program (RTP). These funds may be used for a variety of pedestrian, bicycle and streetscape projects including sidewalks, bikeways, shared-use paths, multi-use trails and rail-trails. TA funds may also be used for selected education and encouragement programming such as Safe Routes to School, despite the fact that TA does not provide a guaranteed set-aside for this activity as SAFETEA-LU did. Unless the Governor of a given state chooses to opt out of Recreational Trails Program funds, dedicated funds for recreational trails continue to be provided as a subset of TA. MAP- 21 provides \$85 million nationally for the RTP.

Complete eligibilities for TA include:

1. Transportation Alternatives as defined by Section 1103 (a)(29). This category includes the construction, planning and design of a range of bicycle and pedestrian infrastructure including “on-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.” Infrastructure projects and systems that provide “Safe Routes for Non-Drivers” is a new eligible activity. For the complete list of eligible activities, visit: http://www.fhwa.dot.gov/environment/transportation_enhancements/legislation/map21.cfm

2. Recreational Trails. TA funds may be used to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use and other non-motorized and motorized uses. These funds are available for both paved and unpaved trails, but may not be used to improve roads for general passenger vehicle use or to provide shoulders or sidewalks along roads.

Recreational Trails Program (RTP) funds may be used for:

- Maintenance and restoration of existing trails
- Purchase and lease of trail construction and maintenance equipment
- Construction of new trails, including unpaved trails
- Acquisition or easements of property for trails

- State administrative costs related to this program (limited to seven percent of a state's funds)

Under MAP-21, dedicated funding for the RTP continues at FY 2009 levels – roughly \$85 million annually. Virginia will receive \$1,527,161 in RTP funds per year through FY2014:

http://www.fhwa.dot.gov/environment/recreational_trails/funding/apportionmentsobligations/recfunds_2009.cfm

Safe Routes to School. The purpose of the Safe Routes to Schools eligibility is to promote safe, healthy alternatives to riding the bus or being driven to school. All projects must be within two miles of primary or middle schools (K-8).

Eligible projects may include:

- *Engineering improvements.* These physical improvements are designed to reduce potential bicycle and pedestrian conflicts with motor vehicles. Physical improvements may also reduce motor vehicle traffic volumes around schools, establish safer and more accessible crossings, or construct walkways, trails or bikeways. Eligible improvements include sidewalk improvements, traffic calming/speed reduction, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities and secure bicycle parking facilities.

Parks and Recreation Trust Fund (PARTF)

Since 1994, the North Carolina Parks and Recreation Trust Fund (PARTF) awards matching grants to local governments for parks, public beach access, and improvements in state parks. The statewide program helps local governments reach their park and public access goals to improve the quality of life in their communities.

PARTF has helped build and maintain parks, greenways, trails, playground, water access, and so much more! PARTF grants create opportunities for staying active and enjoying the outdoors, while bolstering our state and local economies and quality of life.

Local governments apply for PARTF grants each year. The PRA solicits comments and input from local governments and the public about each project. Applications are evaluated according to:

- Quality of planning
- Public involvement in the planning process
- Recreation facilities provided
- Quality of site with respect to its surroundings
- Quality of park land to be acquired
- The applicant's ability to operate and maintain the park project

<https://www.ncparks.gov/more-about-us/parks-recreation-trust-fund/grants-awarded>

North Carolina Recreational Trails Grant Program

The Division of Parks and Recreation, the North Carolina Trails Program and the North Carolina Trails Committee value trail projects that are legal, safe, managed and provide connectivity, reasonable public access and parking.

The Trails Program staff are ready, willing and available to assist in all phases of the application process of projects that are construction ready for grant funding. These sustainable, "shovel-ready" projects leverage local funds to meet recreational trail and trail-needs, in an effort to provide low infrastructure economic development opportunities through natural resource tourism.

The Trails Program staff are also available to assist applicants with conceptual projects, in order to meet the technical requirements of an RTP Grant before applying.

The application is a two-stage process: the pre-application and the final application, which evaluate projects for RTP Grant funding. Any agency may submit one application per project, prior to the application deadline.

The online Grants Management System (GMS) takes you from application to final payment. The GMS is auditable and integrated with the State of North Carolina's payment system. In order to get access to GMS, your agency must be registered in the North Carolina Accounting System (NCAS).

To start the process, the GMS Access Authorization Form must be submitted to Grants Manager Talivia Brodie. If your organization has never received a payment from the Department of Natural and Cultural Resources (DNCR), you will also need to complete and submit a Substitute W9 form, along with your GMS Access Authorization form.

<https://trails.nc.gov/trail-grants/apply-grant>

Surface Transportation Program

The Surface Transportation Program (STP) provides states with flexible funds which may be used for a variety of highway, road, bridge and transit projects. A wide variety of bicycle and pedestrian improvements are eligible, including on-street bicycle facilities, off-street trails, sidewalks, crosswalks, bicycle and pedestrian signals, parking and other ancillary facilities.

Modification of sidewalks to comply with the requirements of the Americans with Disabilities Act (ADA) is also an eligible activity. Unlike most highway projects, STP-funded bicycle and pedestrian facilities may be located on local and collector roads which are not part of the Federal-aid Highway System. 50% of each state's STP funds are sub-allocated geographically by population; the remaining 50% may be spent in any area of the state.

Highway Safety Improvement Program

MAP-21 doubles the amount of funding available through the Highway Safety Improvement Program (HSIP) relative to SAFETEA-LU. HSIP provides

\$2.4 billion nationally for projects and programs that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways and walkways. MAP-21 preserves the Railway-Highway Crossings Program within HSIP but discontinues the High-Risk Rural roads set-aside unless safety statistics demonstrate that fatalities are increasing on these roads. Bicycle and pedestrian safety improvements, enforcement activities, traffic calming projects and crossing treatments for

Community Development Block Grants

The Community Development Block Grants (CDBG) program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvements. Federal CDBG grantees may "use Community Development Block Grants funds for activities that include (but are not limited to): acquiring real property; reconstructing or rehabilitating housing and other property; building public facilities and improvements, such as streets, sidewalks, community and senior citizen centers and recreational facilities; paying for planning and administrative expenses, such as costs related to developing a consolidated plan and managing Community Development Block Grants funds; provide public services for youths, seniors, or the disabled; and initiatives such as neighborhood watch programs." Pedestrian and Bicycle Master Plan projects that enhance accessibility are the best fit for this funding source. CDBG funds could also be used to write an ADA Transition Plan for the city.

More information: www.hud.gov/cdbbg

Rivers, Trails and Conservation Assistance Program

The Rivers, Trails and Conservation Assistance Program (RTCA) is a National Parks Service (NPS) program providing technical assistance via direct NPS staff involvement to establish and restore greenways, rivers, trails, watersheds and open space. The RTCA program provides only for planning assistance—there are no implementation monies available. Projects are prioritized for assistance based on criteria including conserving significant community resources, fostering cooperation between agencies, serving a large number of users, encouraging public involvement in planning and implementation and focusing on lasting accomplishments. This program may benefit trail development in Virginia indirectly through technical assistance, particularly for community organizations, but should not be considered a future capital funding source.

More info: <http://www.nps.gov/pwro/rtca/who-we-are.htm>

The Land and Water Conservation Fund

The Land and Water Conservation Fund (LWCF) has historically been a primary funding source of the U.S. Department of the Interior for outdoor recreation development and land acquisition by local governments and state agencies. In North Carolina, the program is administered by the Department of Natural and Cultural Resources.

Since 1965, the LWCF program has built a permanent park legacy for present and future generations. In North Carolina alone, the LWCF program has provided more than \$85 million in matching grants to protect land and support more than 900 state and local park projects. More than 40,000 acres have been acquired with LWCF assistance to establish a park legacy in our state.

<https://www.ncparks.gov/more-about-us/grants/lwcf-grants>

Additional Federal Funding

The Rural Jobs and Innovation Accelerator Challenge Grant leveraged existing financial and technical assistance resources from 13 federal agencies and bureaus to spur economic growth in rural areas. The Appalachian Regional Commission, The Economic Development Administration and the U.S. Department of Agriculture Rural Development may all have funding sources related to economic development to assist with trail or service development.

The landscape of federal funding opportunities for bicycle and pedestrian programs and projects is always changing. A number of Federal agencies, including the Bureau of Land Management, the Department of Health and Human Services, the Department of Energy and the Environmental Protection Agency have offered grant programs amenable to bicycle and pedestrian planning and implementation, and may do so again in the future. For up-to-date information about grant programs through all federal agencies, see www.grants.gov/

Acknowledgements

LEAD AGENCIES

Reidsville Area Foundation

Rockingham County Tourism Development Authority

Dan River Basin Association

PROJECT STAKEHOLDERS

Rockingham County Economic Development

Rockingham County Tourism

Dan River Basin Association

City of Reidsville, NC

City of Eden, NC

Town of Wentworth, NC

Town of Stoneville, NC

Town of Madison, NC

Town of Mayodan, NC

City of Danville, VA

City of Martinsville, VA

Henry County, VA

Stokes County, NC

Patrick County, VA

MAPPING ASSISTANCE

West Piedmont Planning District Commission

STATE AGENCIES

North Carolina Division of Parks and Recreation

Virginia Department of Conservation and
Recreation

OTHER ORGANIZATIONS

Friends of the Mountains to the Sea

Trail North Carolina Trails Programs

The Dan River Basin Association (DRBA)

413 Church Street, Suite 401

Eden, NC 27288

(336) 627-6270

Drba.nc@danriver.org

www.danriver.org

December, 2020

