

# Davidson County Greenway Master Plan

Report and Recommendations



# Davidson County Greenway Master Plan Adopted January 13, 2009



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# 1. INTRODUCTION

The increasing use and popularity of off-road, non-motorized trails across North Carolina and the United States has set the stage for the development of this Greenway Master Plan. Greenways are transforming communities all over the country, connecting neighborhoods and parks, shopping centers and downtowns and providing opportunities for both recreation and transportation options.

This plan outlines a strategy for greenway development that is innovative and practical, visionary and realistic and includes both a county-wide vision for land and water trail development and 2 detailed greenway and blueway pilot projects. The pilot project corridor plans are:

- 1) A blueway (water-based trail) on the Yadkin River from Boone's Cave to Wilcox Bridge and
- 2) A greenway (land-based trail) along Abbotts Creek from Lake Thom-A-Lex to Finch Park.

The planning effort builds from priorities set forth in the Davidson County Land Development Plan (2002), local municipal greenway planning efforts, Thomasville (2002) and High Point (2008) and the Davidson County Parks and Recreation and Tourism Development Master Plan (2005). Regional greenway planning and implementation efforts across the Piedmont will complement the development of greenways in Davidson County. Currently there are ongoing planning efforts in Rowan, Forsyth, Guilford and Randolph Counties and the Central Park region. Broader regional efforts including the Mountains to the Sea Trail and the Carolina Thread Trail are leveraging public and private resources to achieve results.

A steering committee was formed to guide the development of this Greenway plan. The steering committee worked with staff to develop a vision statement and goals and objectives at the outset of the planning process. Public meeting input shaped the vision, goals and objectives of this greenway plan.

## 1.1 Vision Statement

In the year 2025, Davidson County will have a greenway trail system that creates connections between its cities, parks, water bodies and neighboring counties. These linear parks will serve to enhance the natural environment by improving water and air quality and wildlife habitat through natural buffer systems. Key natural and cultural assets will be linked enabling more opportunities for residents and visitors alike to easily engage in physical activity. Design of the trails has created a greenway system envied by other regions and states. Cooperation and discussion with utility providers and neighboring landowners has helped to develop an extensive multi-use trail system linked with other regional and state trails. The greenway system is so well used for both transportation and recreation, public safety and security is enhanced by the high level of use on the greenways. Employers and businesses have been locating to Davidson County for more many years because quality of life is enhanced by the growing greenway and parks systems. Trail advocates, residents and elected officials established a trust fund to preserve and maintain existing trails, while providing funds to build new connections.

## 1.2 Goals and Objectives

### Community Health Goals

- Increase opportunities for physical activity and
- Connect neighborhoods to encourage citizen interaction.

### Natural Environment Goals

- Achieve water quality improvements along implemented greenway segments;
- Provide walking opportunities with unique and beautiful vistas; and

- Achieve clean air initiatives through a comprehensive greenway system.

#### Education Goals

- Encourage private developers to donate easements for primary and secondary greenway segments;
- Raise public awareness of greenway benefits and
- Engage, educate and seek support from property owners and County Commissioners about the benefits of greenways (e.g. health and property values).

#### Economic Development Goals

- Use greenways as an economic development tool to attract business and recruit new employers.

#### Safety Goals

- Create greenway design that provides security for users and adjacent property owners.

#### Implementation Objectives

- Complete a greenway segment within 2 years of completing the plan, complete a second segment within 3 years;
- Identify and apply for grants to implement greenway segments;
- Create a tax-deductible greenway trust fund through the Tourism and Recreation Investment Partnership (TRIP);
- Complete the Abbots Creek and Yadkin River Greenway projects between 2011-2015;
- Connect Lexington and Thomasville via a continuous greenway by 2020;
- Connect to greenways (e.g. Carolina Thread Trail, Mountains to Sea Trail, Bi-Centennial Greenway, etc.) in surrounding counties (e.g. Randolph, Davie, Guilford, Forsyth, Rowan and Montgomery) and
- Partner with utilities to make connections via existing and planned rights-of-way.

## 2. EXISTING CONDITIONS

The Davidson County greenway system will likely develop first around existing parks and recreation facilities including local, county and state parks, booster club facilities, schools, campgrounds and golf courses. Greenways, also known as linear parks or multi-use paths will serve to complement and enhance these “anchor” facilities by creating recreational and transportation connections between destinations and points of origin, such as residential areas. In urban areas, where land uses are more closely mingled, the greenway system should also serve to connect neighborhoods, recreation resources and commercial or business centers.

The existing roadways, waterways, sewer lines, and utility right-of-ways present opportunities for greenway development. These resources were used to develop a County conceptual greenway plan and detailed pilot projects along the Yadkin River and Abbotts Creek. In many cases these existing right-of-ways are negotiated through the easement process, additional easements may be negotiated to allow public trail access. Important to consider in greenway development, particularly observed along the Abbotts Creek pilot project area, is the current use of motorized all-terrain vehicles (ATVs) and 4-wheelers on existing sewer lines and the riparian corridors along the creek. Significant damage to sensitive areas along Abbotts Creek occurs from these motorized uses.

### 2.1 Foundational Planning Efforts

#### Parks and Recreation and Tourism Development Master Plan (2005)

Broad in scope, the Davidson County Parks and Recreation and Tourism Development plan included analysis and recommendations on parks and recreation staffing and facility development as well as a detailed assessment on how to grow and market tourism in Davidson County. The planning process involved extensive cataloguing of physical, cultural and human resources and public involvement ranging from county-wide meetings to individual interviews with County staff and stakeholders.

Completed in 2005, the plan helped to form the Tourism and Recreation Investment Partnership (TRIP) tasked with overseeing and facilitating the implementation of the plan recommendations. A recommended countywide greenway system was sketched out to provide trail connections between different recreational facilities and the larger communities served by these facilities. The system proposed in 2005 included approximately 75 miles of proposed greenway trails shown in [Figure 2.1](#). The countywide greenway system builds from this original concept, in addition the two pilot projects outlined in this plan for the Yadkin River from Boone’s Cave to Wilcox Bridge and from Lake-Thom-A-Lex to Finch Park were outlined in the system sketched in 2005.

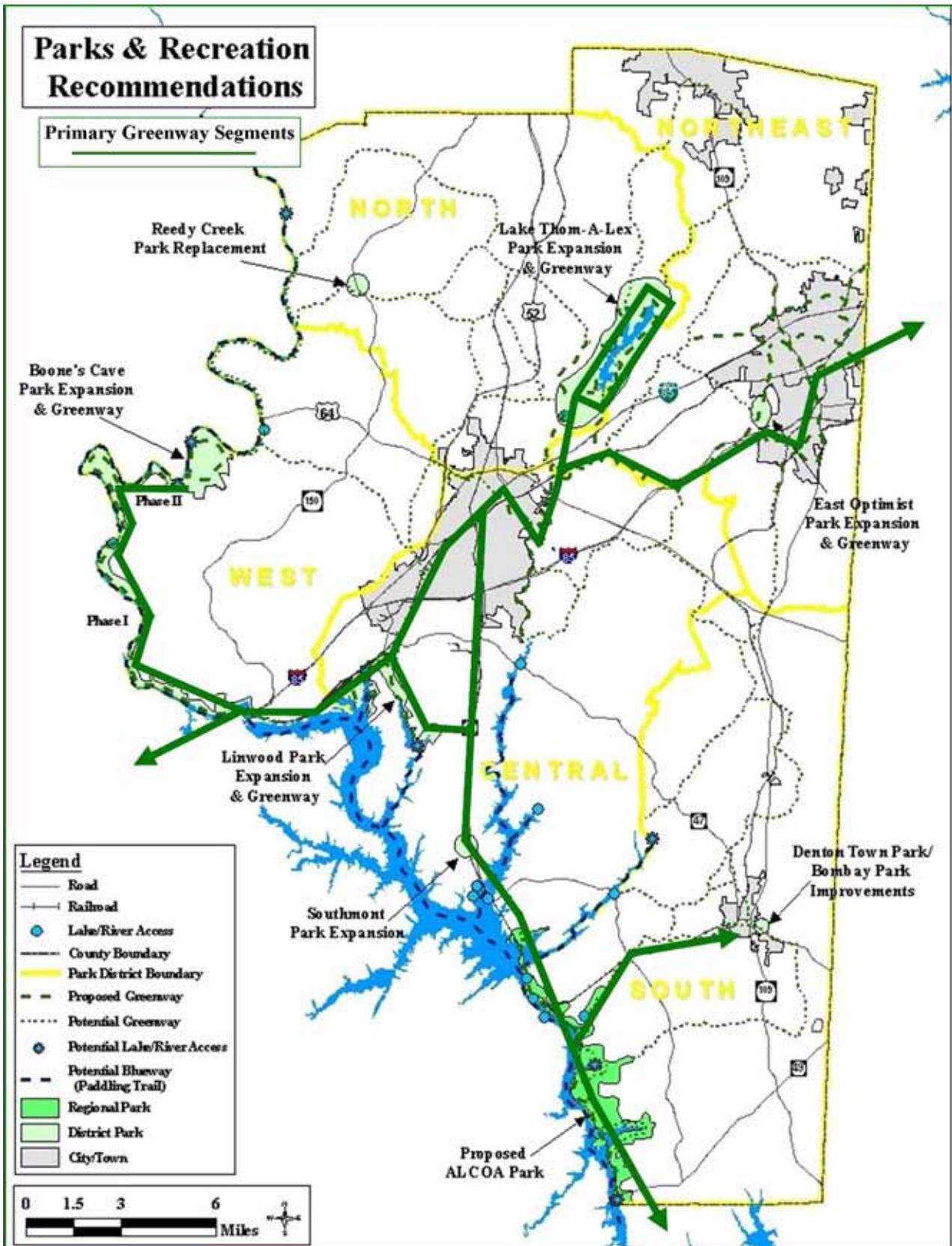
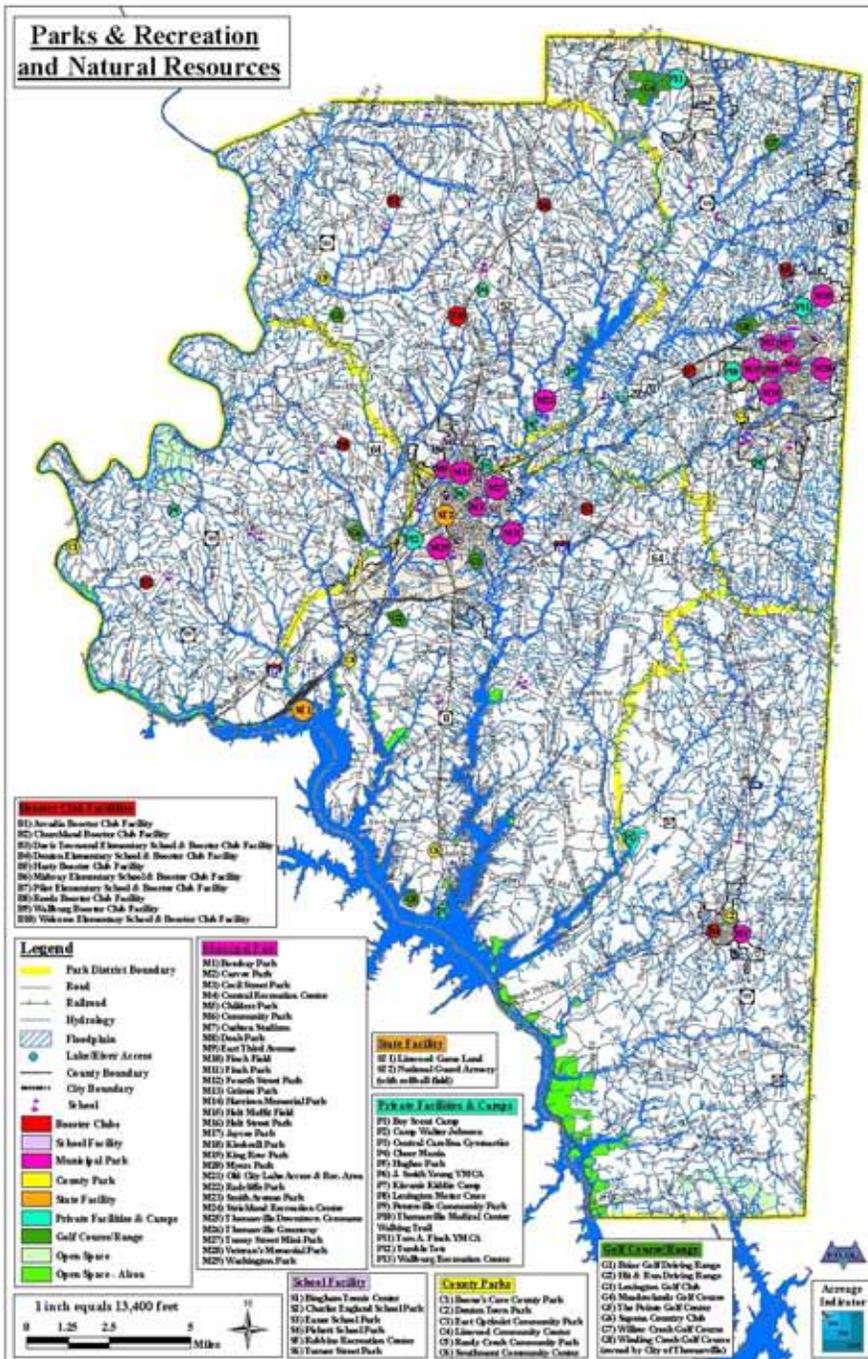


Figure 2.1 - Conceptual Greenway Plan  
(p. 58 of The Davidson County Parks and Recreation and Tourism Development Master Plan)

## 2.2 Existing Parks and Recreation Resources

The conceptual greenway system is intended to link existing parks and recreation resources. An existing resources inventory (Figure 2.2) completed in 2005 across Davidson County includes:



- 10 Booster club facilities (e.g. facilities supported by community organizations);
- 29 Municipal parks (e.g. passive and active recreation parks);
- 6 School facilities (e.g. playing fields and courts);
- 2 State facilities (e.g. game land and softball fields);
- 6 County parks (e.g. passive and active recreation parks); and
- 8 Golf courses (e.g. public courses or driving ranges)

Since the 2005 plan was adopted, Lake Thom-A-Lex has opened a park and water access point on the west side of the lake. In addition, Boone's Cave has been improved with the addition of walking trails inside the park. Additional local efforts include development of trails in Denton, Lexington and Thomasville.

The two pilot projects in this plan directly connect parks, recreation and natural resources, which will serve as anchor or access points for pilot project development, while enhancing the access and usability of existing resources.

Figure 2.2 - Existing Parks and Recreation and Natural Resources (p. 21 of The Davidson County Parks and Recreation and Tourism Development Master Plan)

## 2.3 Sewer Lines, Pipelines and Power Lines

There are a number of existing utility easements throughout Davidson County and the local municipalities, including sewer and water lines, natural gas pipelines, power lines and buried fiber optic or other cable. The existing utility easements present an opportunity for trail development. There are multiple benefits to using existing rights of way including:

- Established vegetation management programs;
- Easement is not suitable for development; and
- Public access easement acquisition costs may be less when combined with existing utility easements.



Photo 1 - Sewer Line Trail along Abbotts Creek near US 64

A portion of the Abbotts Creek pilot project is proposed on existing City of Lexington sewer easements, which is shown in the detailed pilot project description in Chapter 3. Some potential canoe/kayak access points along the Yadkin River occur in gas or power line easements. Before implementation of the pilot projects occur, negotiation with landowners and the easement holders will need to occur.

## 2.4 All Terrain Vehicle (ATV) Use

The Abbotts Creek corridor has a substantial amount of ATV and 4-wheeler use. In many cases, ATV users have damaged riparian buffers along the creek or “rutted” the soil hampering sewer line maintenance activities and causing the land to erode quickly. In many instances, ATV trails will diverge in two or more directions increasing the damage to the vegetation or soil, in essence spreading out the damage. In other cases, the



Photo 2 – The “Mud Pit” Along Abbotts Creek

ATV users may have landowner permission to access the Abbotts Creek corridor, but will venture onto other landowner’s property without knowing. The image shown here is near the intersection of Abbotts Creek and Business Interstate 85. There is no vegetation growing in this area due to heavy ATV and 4-Wheeler use, which may contribute to water quality issues in Abbotts Creek. Additional wear and tear along Abbotts Creek can be found up and down the Pilot Project corridor. Remediation of ATV damage will require significant investment to return the corridor to its natural state.

## 3. GREENWAY MASTER PLAN SYSTEM

This chapter discusses how the greenway master plan was developed through public involvement, surveys and field work. Included are the following planning maps and summary information:

- County Conceptual Plan: county level map of proposed primary, secondary and municipal greenway corridors and existing greenway routes in Davidson County;
- Abbotts Creek Greenway Pilot Project: detailed maps showing the greenway route from Lake Thom-A-Lex to Finch Park; and
- Yadkin River Blueway Pilot Project: detailed maps showing the blueway route from Boone's Cave to Wilcox Bridge (US 29)

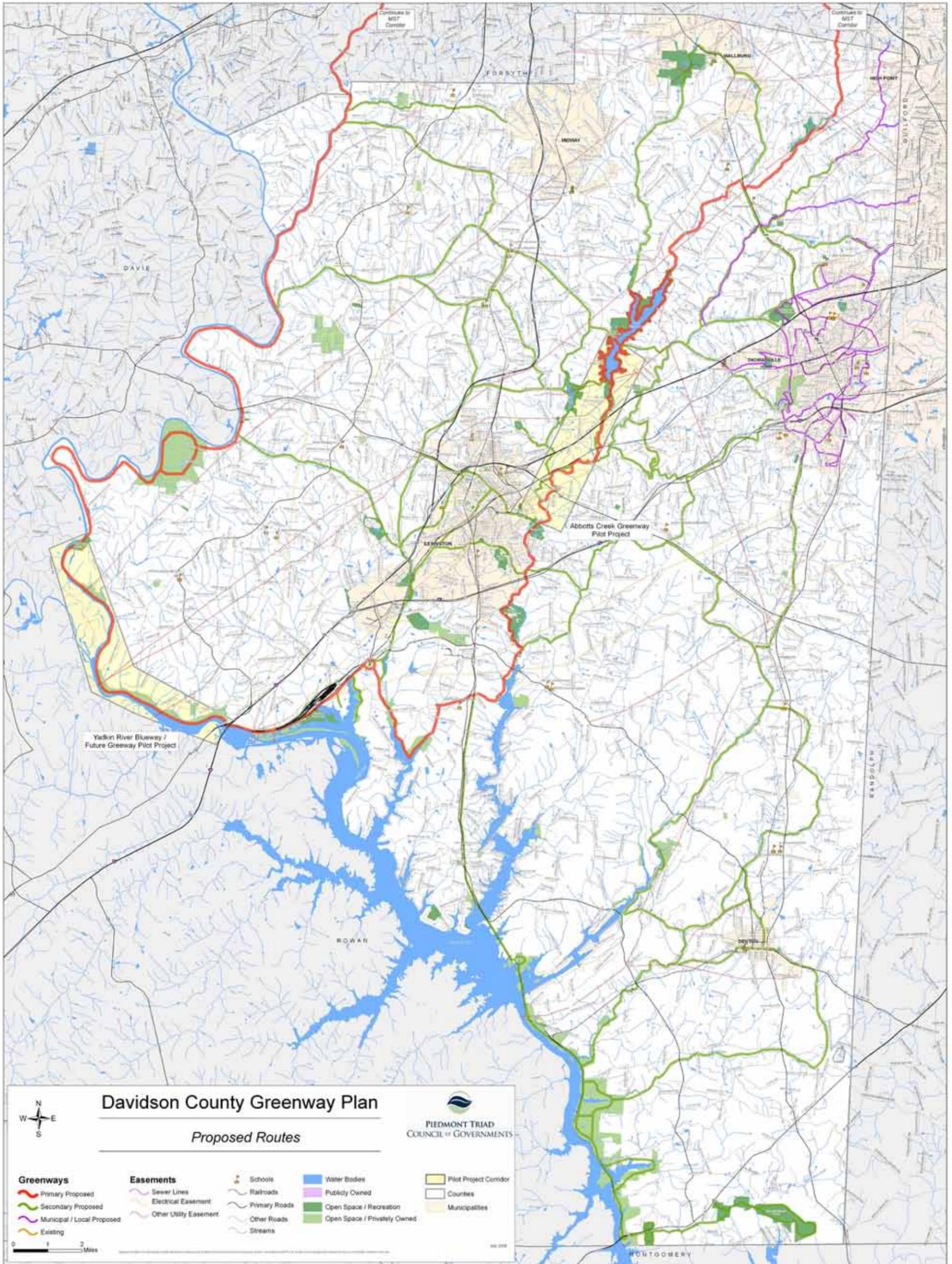
### 3.1 County Conceptual Plan

Building from the 2005 routes identified in the Parks and Recreation and Tourism Development Plan, additional corridors for development were identified to reflect greenway development in the region. In addition, Rich Fork Creek is undergoing a watershed planning study and has been identified as a possible future greenway.

The Conceptual Plan includes the provision of two classes of greenways: 1) primary proposed and 2) secondary proposed. The "primary proposed" greenways are major trunk lines of greenway development that will be used to connect key population or destination anchors across Davidson County. The "secondary proposed" routes are intended to create connections to other points of destination, enhancing the system, while also preserving water quality and greenspace. The two pilot projects on the Yadkin River and Abbotts Creek are classified as primary proposed greenway and are intended to be developed before other greenways. If opportunities arise and there is local support for the development of other greenways, this plan is intended to support and not hinder the development of all parts of the system as resources, support and leadership allow.

There are 244 miles of proposed greenways in Davidson County. The Primary Proposed greenways total 90 miles. The two pilot project corridors, the Yadkin River and Abbotts Creek are nearly 10 miles in length each. See Map 1 on the following page for detail on the proposed greenways across Davidson County.

County-Wide Conceptual Greenway Plan – Map 1



## 3.2 Public Involvement

A steering committee first met in January of 2008 to discuss the vision and goals of the Davidson County Greenway Plan. Many of the steering committee members and some elected officials previously participated in a greenway planning workshop in December of 2006. The planning workshop was hosted by TRIP and helped to solidify the two pilot projects in this current planning effort: Abbotts Creek Greenway and the Yadkin River Blueway. The committee also worked to bring together citizens and members of the community in a public meeting in late February of 2008. The steering committee acted as a sounding board for plan concepts and ideas.

The February, 28 2008 meeting was open to the public and was attended by 73 citizens and staff from Davidson County. A full meeting account, with individual goal and vision ideas are found in the Appendix. Important themes from this meeting covered the following topics:

- Accessibility
- Regional Trail System Integration
- Tourism & Quality of Life
- Trail Length, Connectivity and Enhancement
- Trail Benefits for the Environment and Education
- Design Features, Amenities and Stewardship
- Funding and Implementation Strategy



Photo 3.1 - Public Workshop Participants Discuss Trail Routing in Small Groups (Feb. 2008)

The input from the steering committee and the public emphasized the need to expand greenway opportunities in Davidson County. As the greenway plan is implemented, feedback from the public will be used to shape greenway development, design details and connections to important destinations and points of origin.

## 3.3 Field Work

The two pilot projects corridors were field verified using different methods. The Yadkin River Blueway Pilot Project was explored via kayak along the Yadkin River with a focus on a water based trail. The Abbotts Creek Greenway Pilot Project was inventoried primarily by foot to determine the best alignment for the future greenway trail. All field work was conducted using Trimble Global Positioning System (GPS) equipment to capture trail alignment and special features for use in development of the plan. The GPS equipment includes a data dictionary, which allows the user to enter in additional information about existing features including distance across a wetlands or stream, photo information, soil or vegetation details and attached that information to a fixed point in space. For example, the culvert or boardwalk locations in the planning maps below are a result of the GPS field work. The data included with each culvert or boardwalk records details such as distance, width and any notes.



Photo 3.2 - Project Staff Work on Trail Alignment Near the Old Landfill

## 3.4 Landowner Survey and Contact Process

A brief landowner survey letter was sent to landowners along Abbotts Creek where the proposed greenway pilot project is located. Based upon the response from the survey letter, follow-up meetings and contact will be conducted to answer questions or concerns of individual property owners. Nearly

one-third of the Abbotts Creek Pilot Project runs along public land, which will be implemented before other sections of the pilot project. Initial landowner contact along the Yadkin River was conducted in late 2008. The Yadkin River Blueway landowner contact was in the form of letters, meetings and phone calls by project staff and the Land Trust of Central North Carolina.

### 3.5 Abbotts Creek Greenway Pilot Project

The Abbotts Creek Pilot Project begins at the Lake Thom-A-Lex Park and Marina and proceeds across the Lake and south along the eastern shore of Lake Thom-A-Lex and south along Abbotts Creeks criss-crossing the creek to take advantage of publicly owned property, sewer easements and more favorable soil and drainage conditions where needed.

The Abbotts Creek Greenway Pilot Project was field aligned in Spring 20008 on foot to determine the best route across changing topography, soils and wetlands. The greenway trail will require a number of areas to be filled, installation of culverts to control stormwater flow and a series of boardwalks to traverse swampy areas. In addition, key bridges will need to be constructed across sections of the creek to take advantage of publicly owned lands or to avoid excessively marshy areas and delicate wetlands. The following list of bridges, boardwalks and culverts should be used in estimating the cost of construction when submitting a grant application or in seeking development funding.



Photo 3.3 – Abbott’s Creek at Natural Gas Pipeline Crossing South of Lake Thom-A-Lex Dam

Figure 3.1 – Abbotts Creek Crossings Along the Primary Proposed Trail

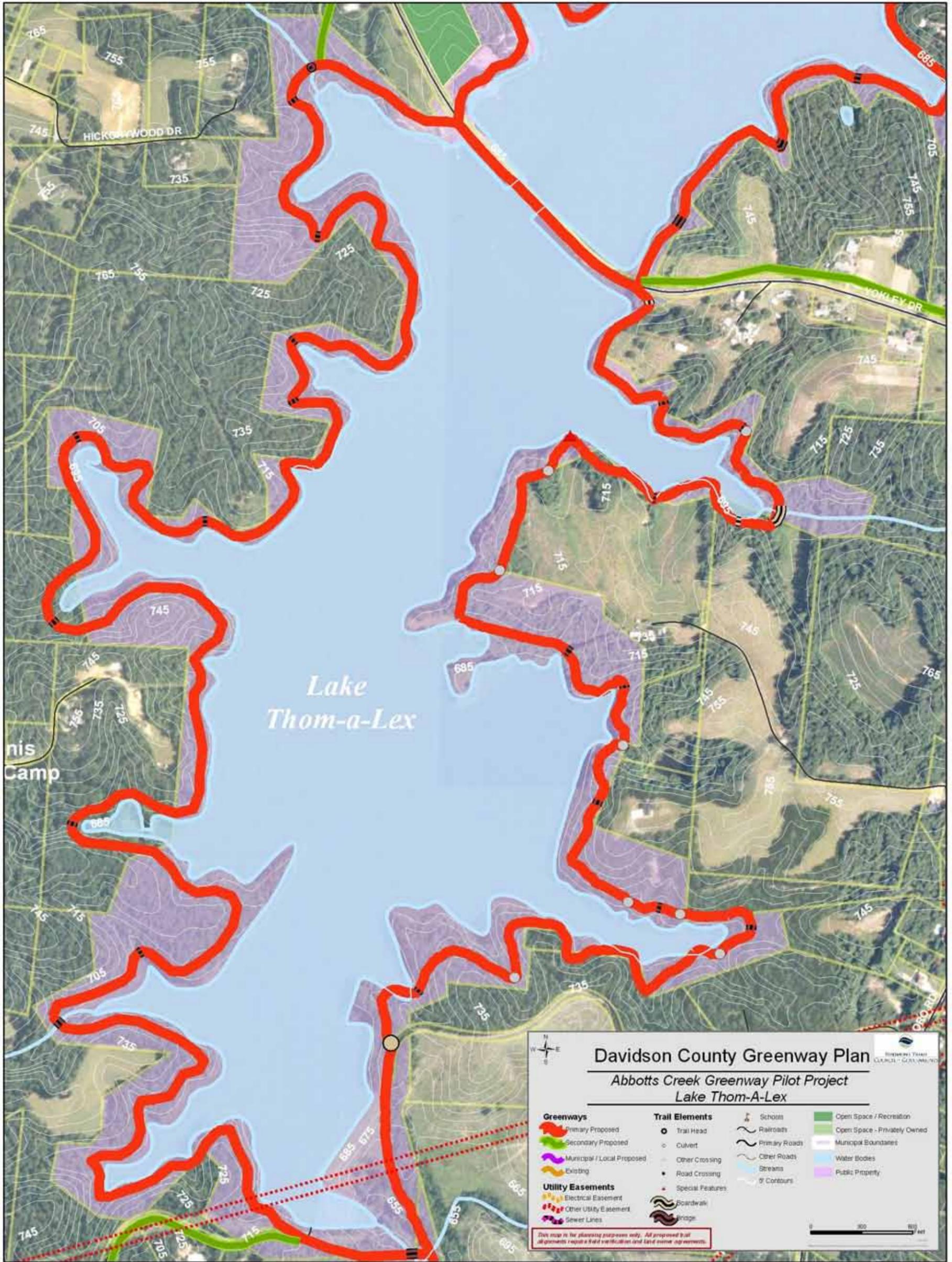
Crossing Type	Total # of Crossings/ft.	# of Crossings/ft. South of Lake Thom-A-Lex	# of Crossings Around Lake Thom-A-Lex
Culvert	21 / 210ft.	13 / 130ft	8 / 80ft.
Boardwalk	5 / 185ft.	1 / 30ft.	4 / 155ft.
Bridge	77 / 990ft.	10 / 360ft.	67 / 630ft.

The entire project corridor is shown in 5 different maps and Phase I and II have been identified by the steering committee as the first sections of trail to be implemented:

- Map 1 shows the Pilot Project trail along the southern portion of Lake Thom-A-Lex,
- Map 2 is from Lake Thom-A-Lex to the Lexington Water Treatment plant. (Phase I)
- Map 3 covers the Water Treatment Plant south to the Old Lexington Landfill.
- Map 4 displays the route from the Old Lexington Landfill to the Davidson County Correctional Facility and (Phase II)
- Map 5 displays the field aligned route from the Correctional Facility to Finch Park. (Phase II)

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Abbotts Creek Greenway: Map 1 – Lake Thom-A-Lex



Summary: The section of proposed trail around Lake Thom-A-Lex offers stunning views of the Lake from forested bluffs and grassy fields. There are a number of wet areas and rivulets that will require improvement such as culverts, bridges or boardwalk. These specific areas are shown on the map. The east side of the Lake was field verified from Yokley Drive south to the dam.



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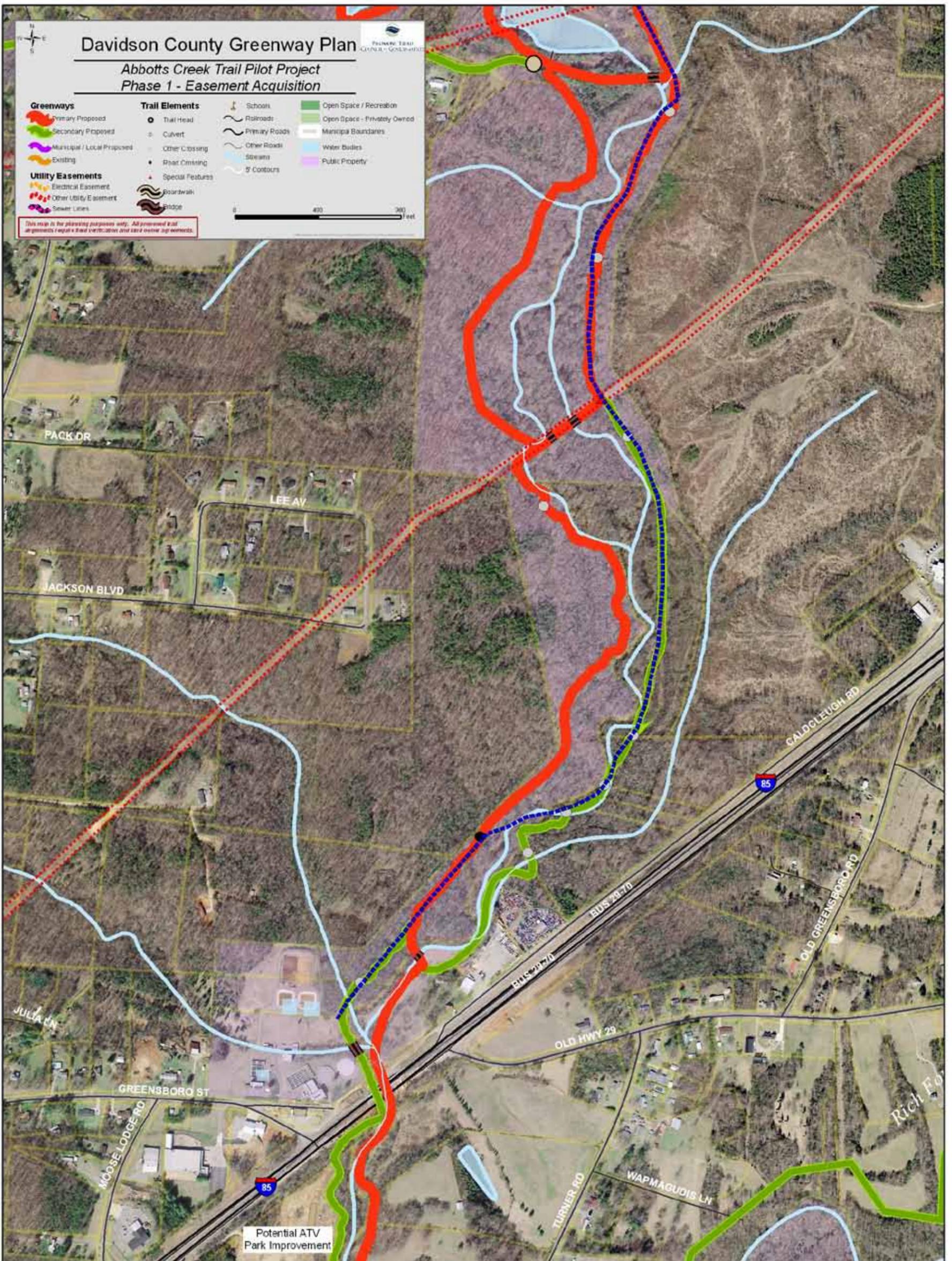
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Map 1 Photo Descriptions: a) People walking on Yokley Drive bridge across Lake Thom-A-Lex; b) People fishing off pier near Lake Thom-A-Lex park; c) Powerline easement on east side of lake d) Dam access road and proposed trailhead; e) View of dam and intake; f) Dam and water control house.

Abbotts Creek Greenway: Map 2 – Lake Thom-A-Lex to Water Treatment Plant



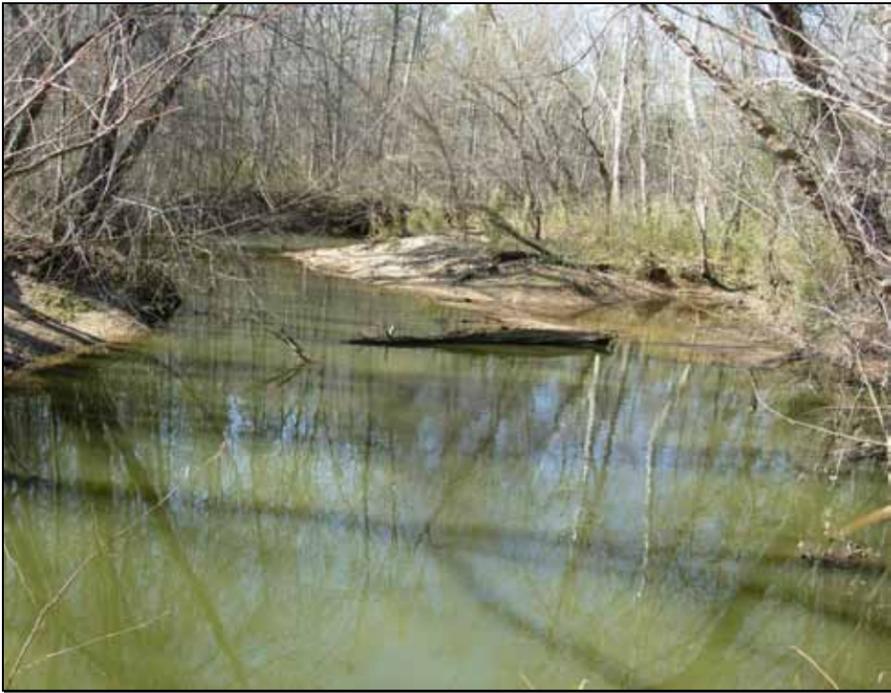
Summary: Heading south from the Lake Thom-A-Lex dam, vegetation on this section of proposed trail changes from large hardwoods and pine to wetland species, vines and shrubs. There is a raw water line that runs alongside the eastside of Abbotts Creek, but the primary proposed trail turns west across the creek at a gas pipeline crossing, taking advantage of City owned land and drier soil. The trail heads south towards the water plant and then crosses Abbotts Creek again to avoid conflict with the water plant operations, which abut the west side of the creek. This section of trail is proposed as the first phase of development.



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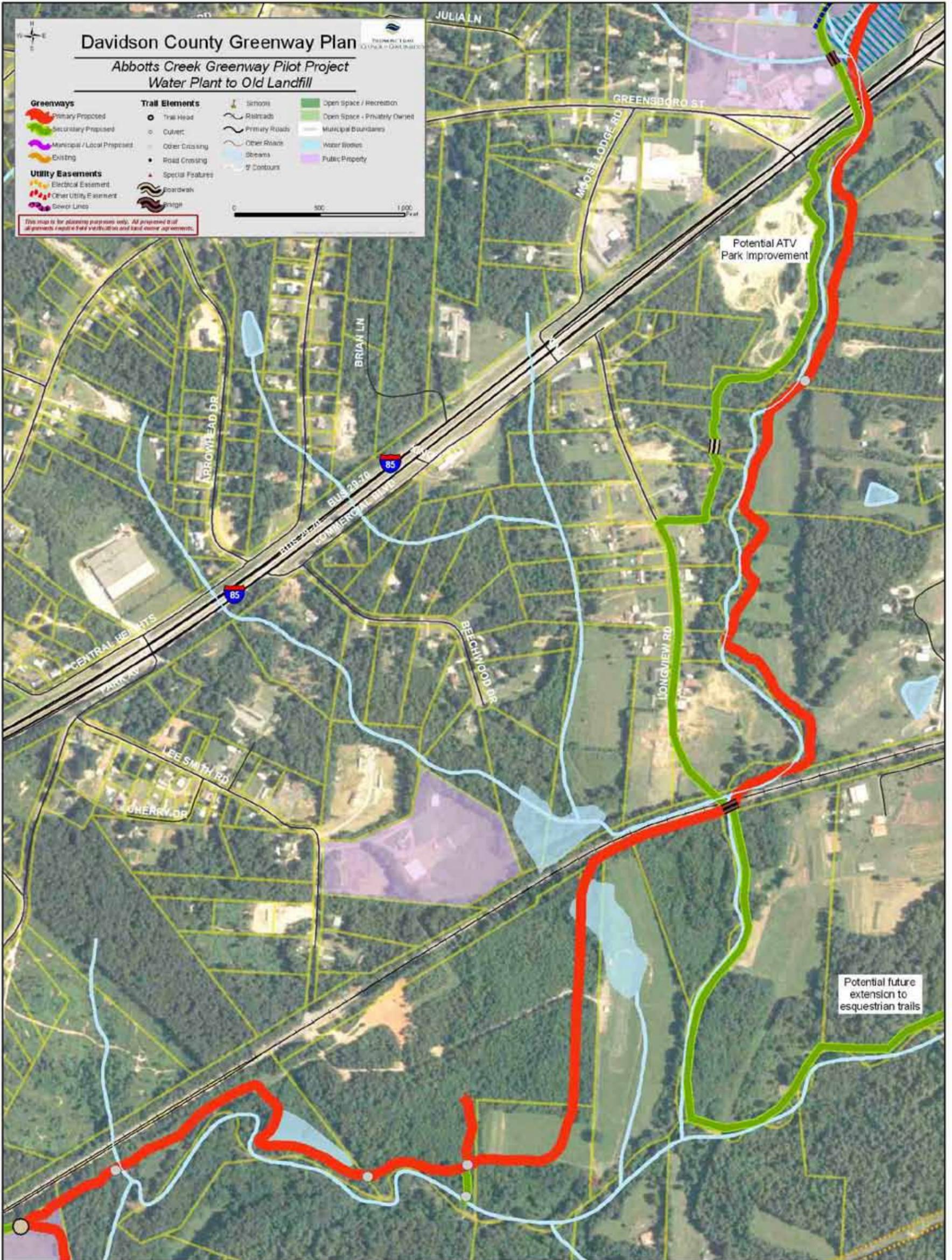
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Map 2 Photo Descriptions: a) PTCOG Regional Planner Jesse Day takes GPS' coordinates immediately south of Lake Thom-A-Lex dam; b) View of pipeline easement east to west across Abbots Creek; c) Abbots Creek; d) Vegetation along west side of Abbots Creek; e) Large field just north of the Water Plant on the opposite side (east side) of Abbots Creek; f) View of Water Plant from the east side of Abbots Creek.

Abbotts Creek Greenway: Map 3 – Water Treatment Plant to Old Landfill



Summary: The primary proposed trail follows along the east side of Abbotts Creek south of Business 85. Much of the land use in this section north of the confluence with Rich Fork Creek is farming or agricultural production. From the confluence with Rich Fork Creek, the trail crosses Abbotts Creek to the west and north side, crossing a large field, meandering through woodland and then following an established ATV trail alongside the railroad until reaching the Old Landfill. The second half of the proposed trail in this section will require a number of culverts and may also require additional fill to avoid wetlands and repair damage from ATV use.



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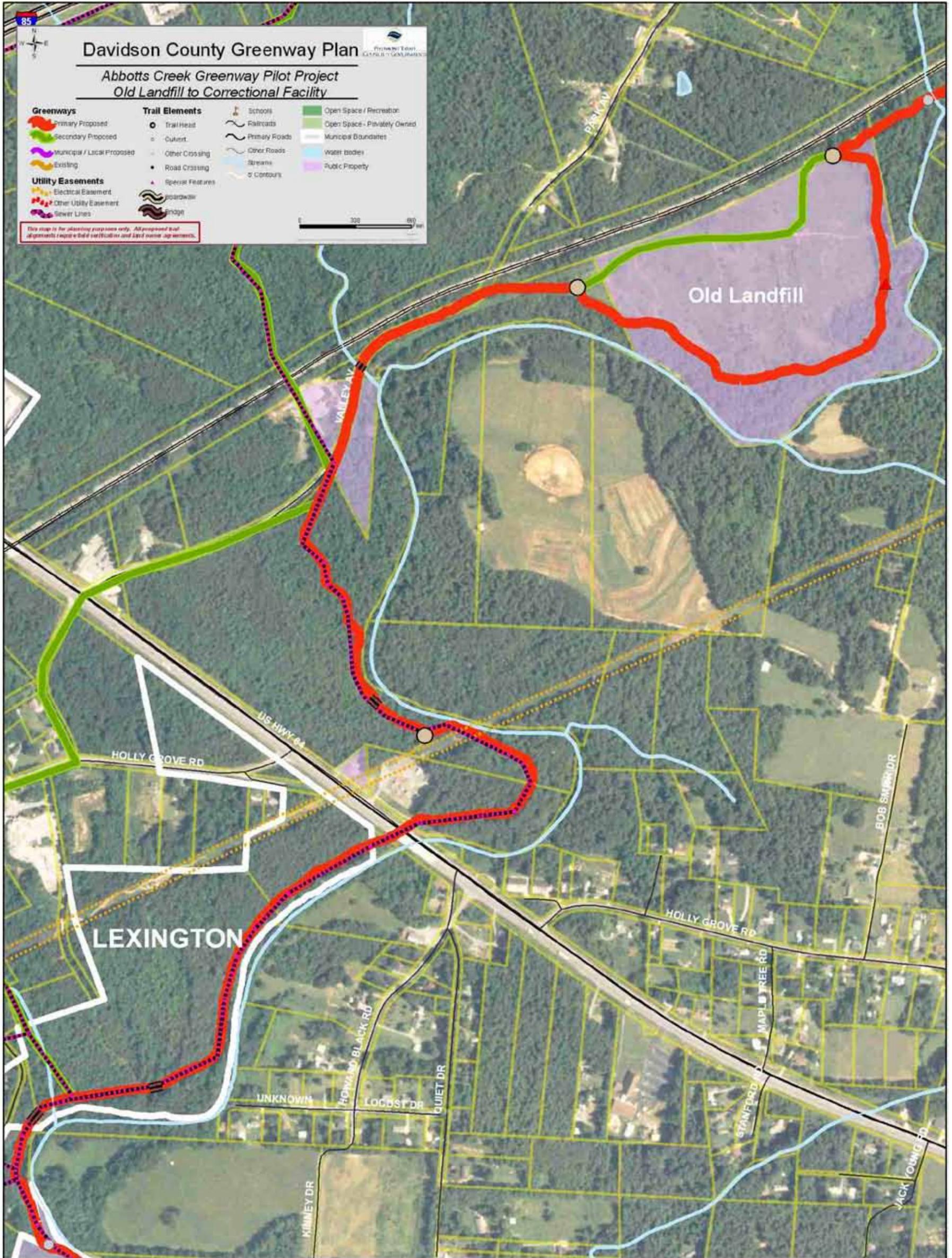
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Map 3 Photo Descriptions: a) Business 85 bridge over Abbotts Creek; b) Agricultural lands on the east side of Abbotts Creek; c) Open field used by a model airline club on the west side of Abbotts Creek; d) Constructed wetlands approaching the Old Landfill on the north and west side of Abbotts Creek; e) Washout on trail adjacent to the railroad; f) Trail between power line and railroad entering the Old Landfill

Abbotts Creek Greenway: Map 4 – Old Landfill to Davidson County Correctional Facility



Summary: This section of proposed trail varies significantly from the Landfill heading south and west to the outskirts of the Davidson County Youth Correctional Facility. The topography along this section of trail brings trail users to bluffs 30 to 40 feet above the creek at the Old Landfill. The trail follows the perimeter of the Old Landfill and the access road, until it veers south along City of Lexington sewer easement. The section of trail along the sewer easement is well used by ATV riders and will require significant fill and upgrading to be an accessible greenway. However, there is little grading necessary and vegetation management has been ongoing for sewer line maintenance. As the proposed trail approaches the Correctional Facility, the sewer maintenance path widens and the ATV wear is less destructive. This section of trail is proposed as the second phase of development.



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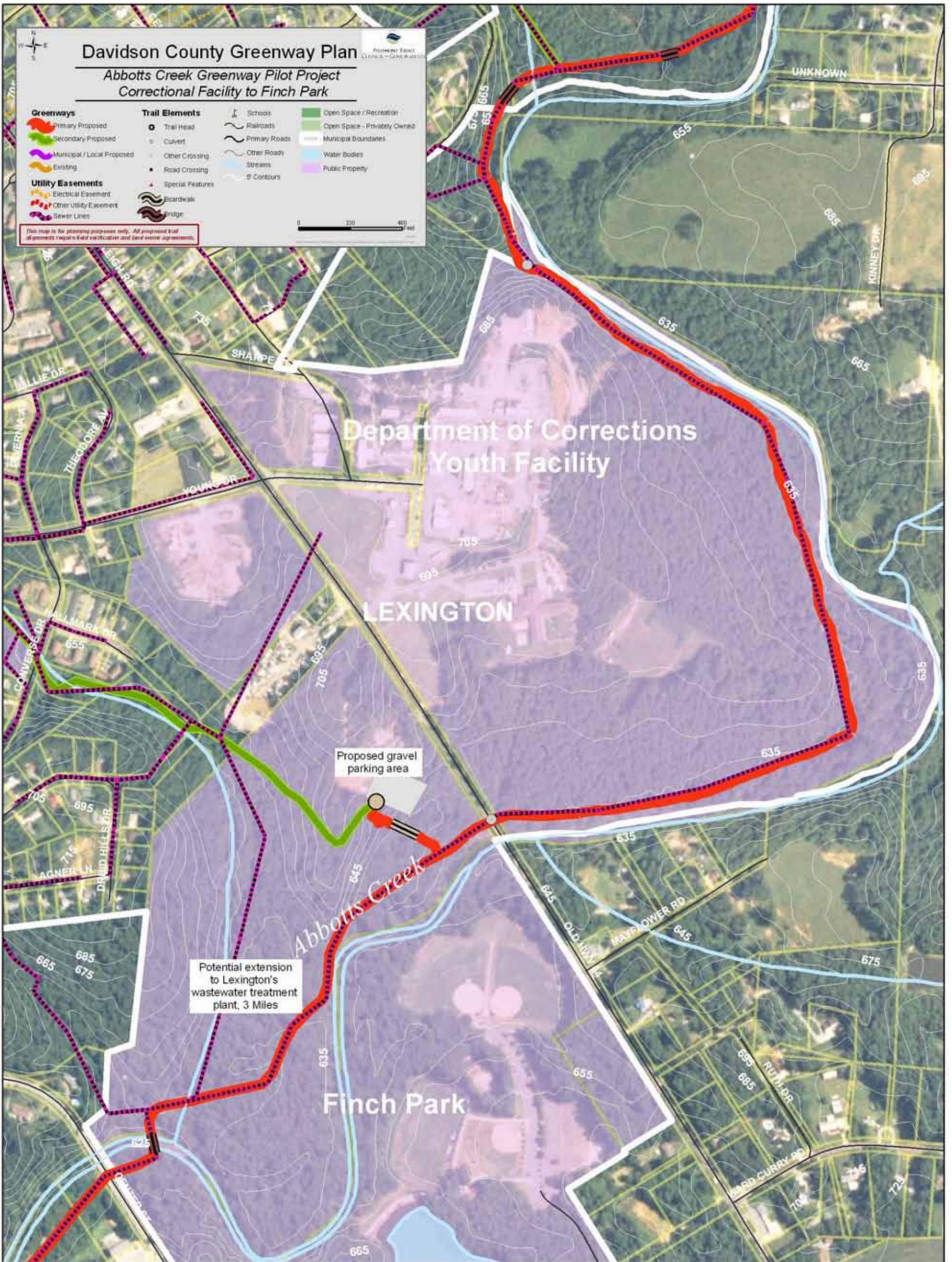
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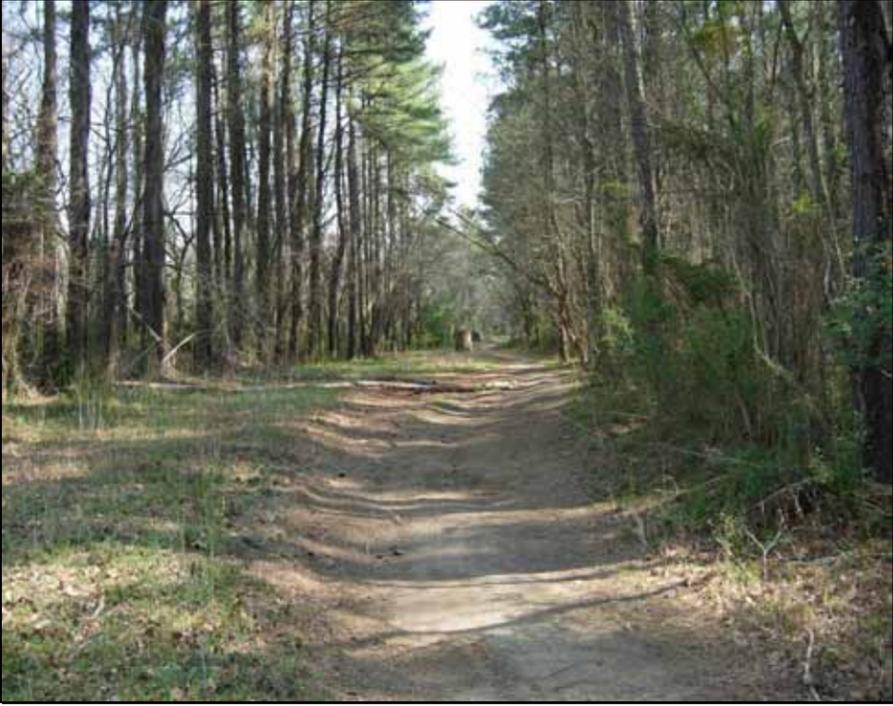
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Map 4 Photo Descriptions: a) Abbotts Creek viewed from the top of the Old Landfill; b) Bridge over Leonard Creek on Old Landfill Access Road; c) Access road, the proposed trail veers left onto sewer line through the gate; d) Planks bridge a rivulet along the sewer line trail just east of US 64; e) Sewer line trail runs under US 64; f) Trail narrows due to steep topography just north of the Davidson County Youth Correctional Facility.



Summary: The final section of the pilot project along Abbots Creek runs along publicly owned land and existing sewer line. The existing maintenance access provides ample space for trail development and provides the trail user with a shaded trail experience through pine forest along the Correctional Facility land and beautiful views of Abbots Creek upon entering the undeveloped section of Finch Park north of Abbots Creek. The pilot project will stop at a proposed trailhead and gravel parking area as shown on the map. Lexington Public Works uses some of the land around the proposed parking area for fill. This section of trail is proposed as the second phase of development.



a

b



c



d



e



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Map 5 Photo Descriptions: a) & b) Trail adjacent to the Correctional Facility; c) PTCOG Planning Director Paul Kron next to an elevated Sewer Manhole; d) Proposed trail passes under Raleigh Rd (Old US 64); e) Abbotts Creek and Raleigh Rd bridge; f) View from proposed trailhead and parking lot in the undeveloped portion of Finch Park on the north and west side of Abbotts Creek

### 3.6 Yadkin River Blueway Pilot Project

The Yadkin River Blueway Pilot Project begins at Boone's Cave County Park. There is an existing canoe/kayak access with a graded trail that connects with the Boone's Cave Park's main parking lot. The Blueway Pilot Project or water trail runs south along the Yadkin River to the Wilcox Bridge boat access adjacent to US 29 and Interstate 85. There is very little development on the Davidson County section of the Yadkin River, because much of the adjacent land along the river is in the floodplain and cannot be built upon. The land on the west bank of the Yadkin in Rowan County is more suitable for development and some residential development exists there along the proposed blueway pilot project.



Photo 3 - Yadkin River looking south near Boone's Cave County Park

A large portion of land along the east bank of the Yadkin River is in ownership by Yadkin Inc. (an Alcoa subsidiary) or Wall and Lohr Lumber Inc.. In fact, all of the primary proposed canoe/kayak access points are on land owned by these two companies.

The Blueway was inventoried to determine the best possible access points for canoe and kayak access in the spring of 2008. The criteria used to determine access points include: 1) Distance/time from Boone's Cave Park (e.g. approximately hour intervals between accesses); 2) Bank height (e.g. less than 6 feet); 3) Gradual bank slope; 4) Proximity to existing rights of way (e.g. roads or utility lines); 5) Vegetation (e.g. good tree cover and root structure); and

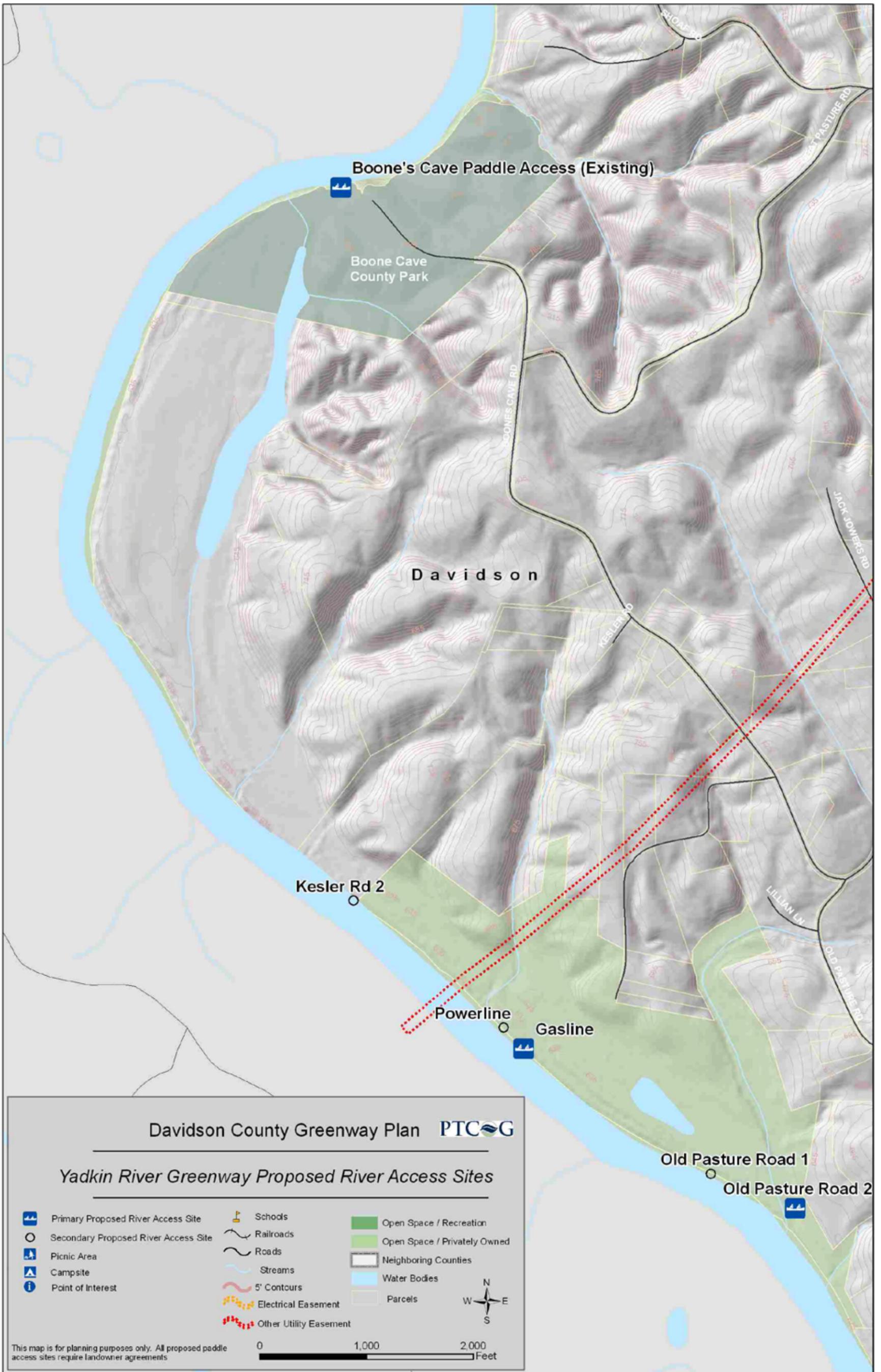
6) Scenic beauty. The analysis was conducted through canoe/kayak field work and GPS analysis.

There are a total of 5 proposed river access sites. A number of other alternative or secondary proposed access sites are included in the pilot project maps. The blueway is intended to be implemented in its entirety to create a cohesive network of accesses. The following 5 project maps cover the entire Yadkin River Blueway Pilot Project corridor:

- Map 1 shows the proposed blueway trail from Boone's Cave existing access to the Old Pasture Road proposed accesses;
- Map 2 is from Old Pasture Rd to the Hannah Ferry Road proposed accesses;
- Map 3 covers the Hanna Ferry Rd to the Parnell Trail proposed accesses;
- Map 4 displays Parnell Trail to Yadkin Shoals proposed access; and
- Map 5 displays Yadkin Shoals to the existing Wilcox Bridge boat access.

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Yadkin River Blueway - Map 1 – Boone's Cave to Old Pasture Road





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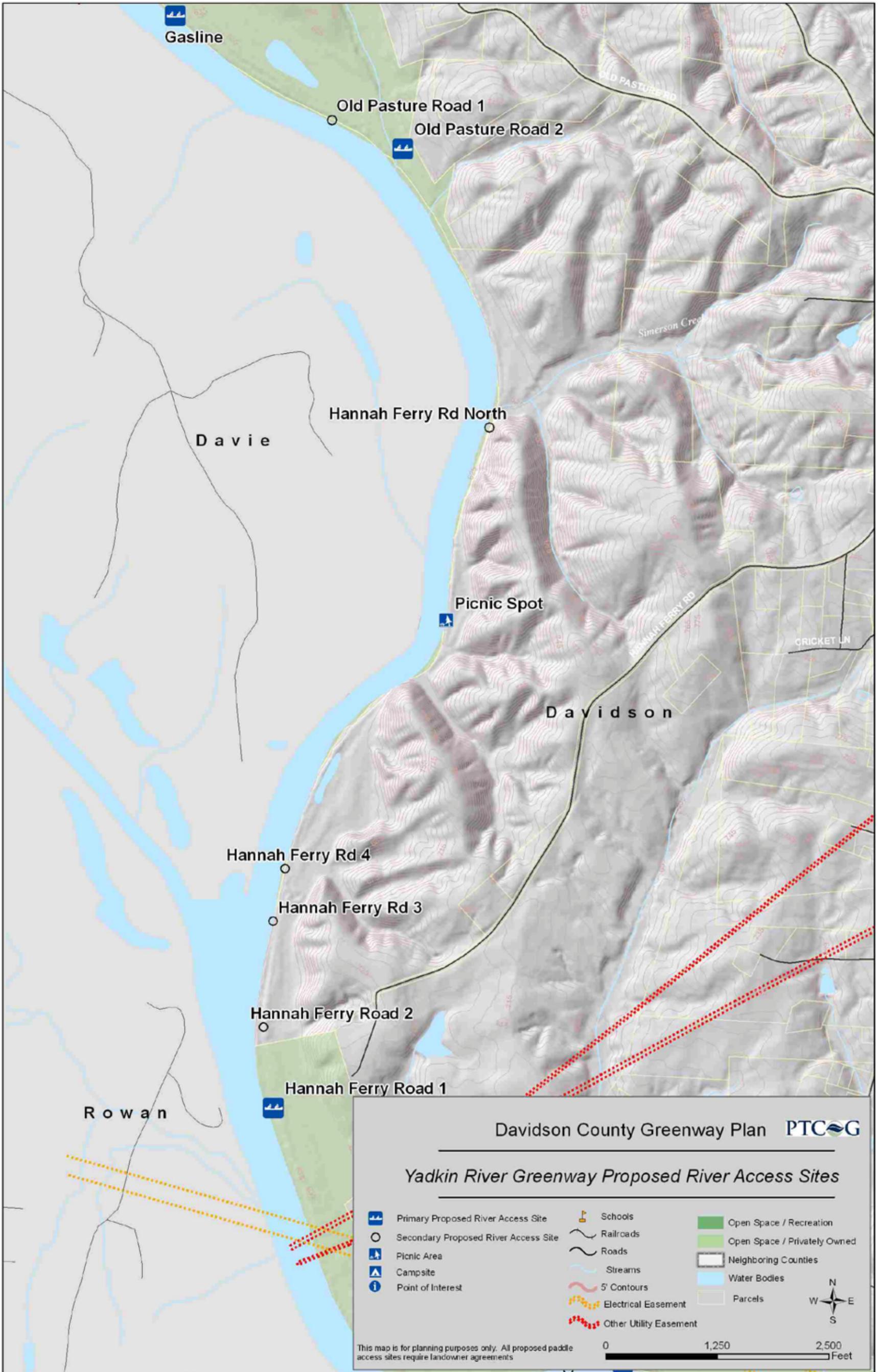
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Map 1 Photo Descriptions: a) Boone's Cave Park trail to paddle access; b) Boone's Cave Park paddle access; c) East bank of the Yadkin River south of Boone's Cave Park d) Yadkin River looking south near Boone's Cave Park; e) Taking a GPS reading near the Gasline proposed paddle access; f) Old Pasture Road proposed paddle access site at a tributary for the Yadkin River.

Yadkin River Blueway - Map 2 – Old Pasture Road to Hannah Ferry Road





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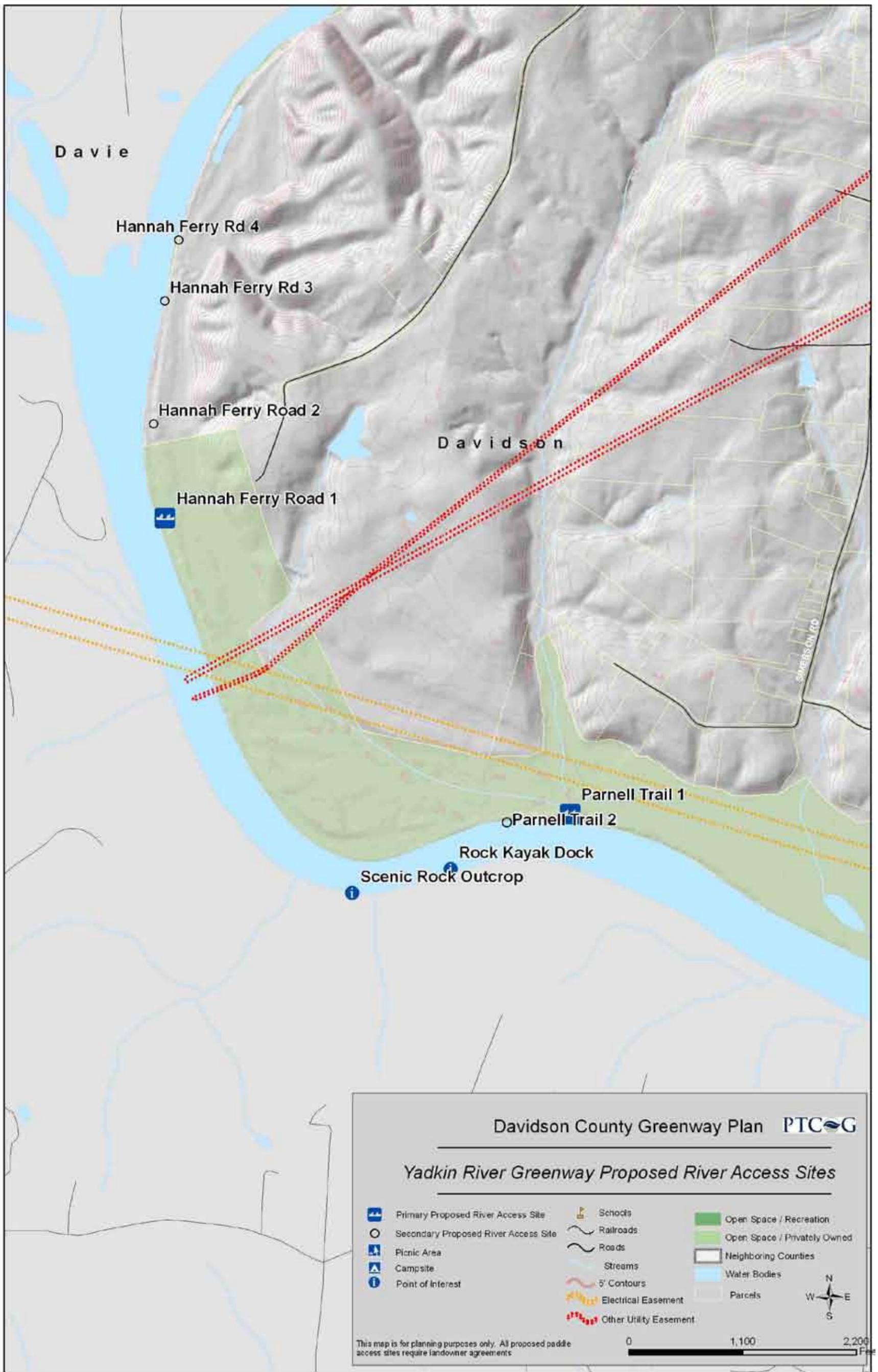
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Map 2 Photo Descriptions: a) Old Pasture Road 2 proposed access; b) Yadkin River looking south near Old Pasture Road proposed access; c) Rocky east bank near Hannah Ferry Rd North secondary proposed access; d) Looking northwest at a major Yadkin River tributary, a flood gauge station is shown in the upper right; e) Dredging boat near Hannah Ferry Rd 1 proposed access; f) Equipment dealing with dredged material near Hannah Ferry Rd 1 proposed access in Rowan County.

Yadkin River Blueway - Map 3 – Hannah Ferry Road to Parnell Trail





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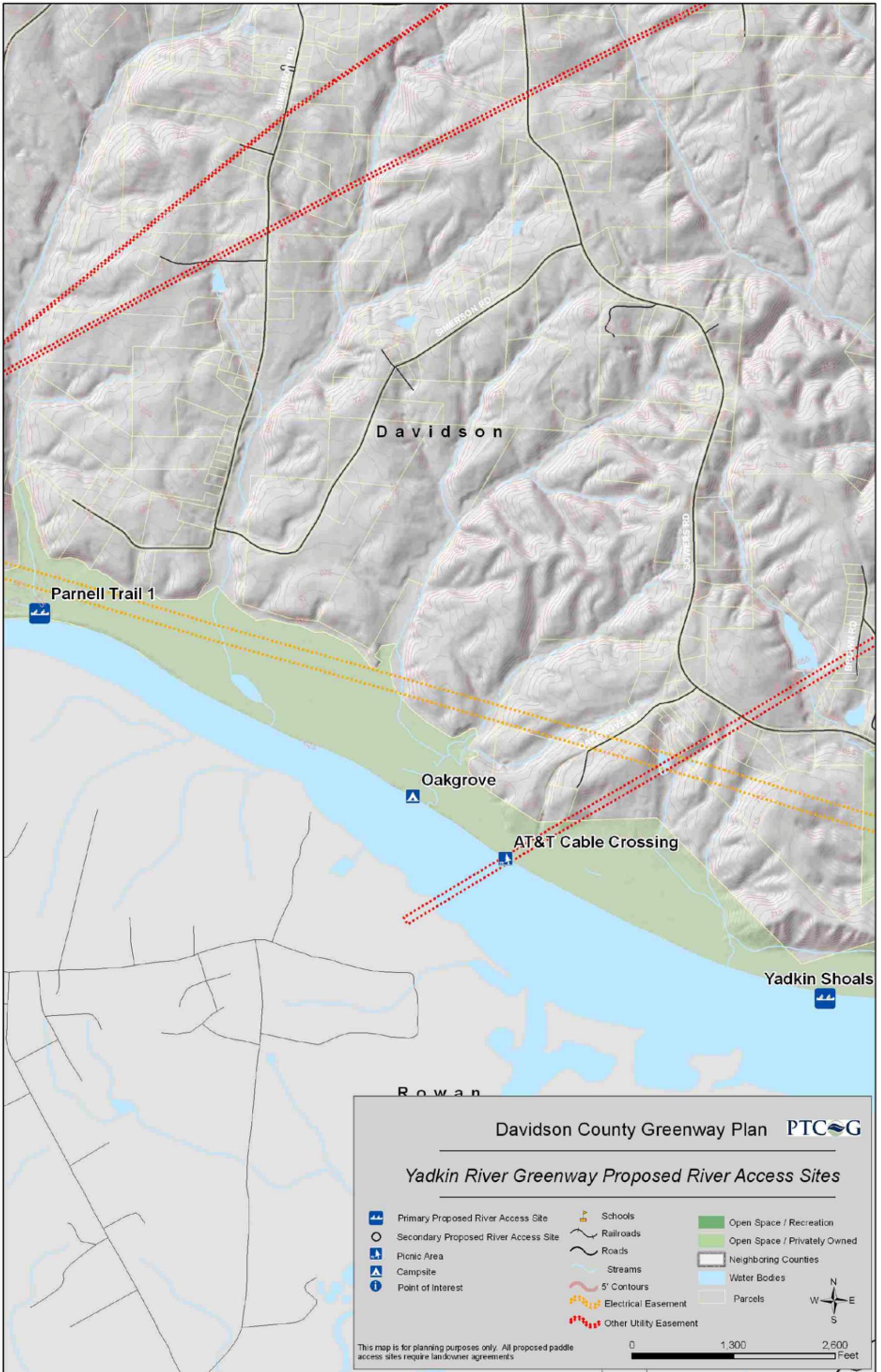
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Map 3 Photo Descriptions: a) Powerline crossing the Yadkin River south of Hannah Ferry Rd 1 proposed access; b) Scenic Rock outcrop on west bank of the Yadkin River; c) Rock kayak dock on west bank of the Yadkin River; d) & e) Parnell Trail 1 proposed paddle access f)

Yadkin River Blueway - Map 4 – Parnell Trail to Yadkin Shoals





a



b



c



d



e



f

Map 4 Photo Descriptions: a) House in Rowan County; b) Proposed camping location with gently sloping bank access; c) Cable crossing sign; d) & e) Stream inlet near the Yadkin Shoals proposed access; f) Yadkin Shoals proposed access

Yadkin River Blueway - Map 5 – Yadkin Shoals to Wilcox Bridge Access





a



b



c



d



e



f

Map 5 Photo Descriptions: a) View south of Yadkin Shoals proposed access, Salisbury water intake pictured; b) View of Wilcox bridge from a distance; c) & d) Old granite bridge foundations; e) Wilcox bridge boat access ramp from a distance; f) Wilcox bridge and railroad bridge over the Yadkin River looking North

### 3.7 Action Plan

Development of the Davidson County Greenway system will take a cooperative effort between County and municipal government, private landowners, land trusts, State agencies and other groups. A combination of public education about the health and economic benefits of trails, private landowner agreements and a concerted effort to secure acquisition and construction funding is the solution to developing a successful trail building action plan. The following are specific actions needed in the next two years to move towards implementing the two pilot projects. Each of the action items are not necessarily in sequential order. Action items are subject to availability of funds; therefore the action plan represents aspirations of the partners.

#### Abbotts Creek Greenway Pilot Project Action Item: Year 1 and 2

Action Item	Responsible Party
<ul style="list-style-type: none"> <li>Complete private landowner meetings along the pilot project corridor;</li> </ul>	Greenway Plan steering committee, DC Planning Staff
<ul style="list-style-type: none"> <li>Davidson County and City of Lexington should negotiate how Phase I and II of the Abbotts Creek Corridor will be constructed and implemented using grant funding;</li> </ul>	City of Lexington and DC Planning staff, Mangers
<ul style="list-style-type: none"> <li>Establish a maintenance plan with cost and staff resource sharing between Davidson County, Lexington or third party;</li> </ul>	City of Lexington and DC Parks and Rec., TRIP, trail advocates and associations
<ul style="list-style-type: none"> <li>Prepare a Clean Water Management Trust Fund (CWMTF) grant application for the February 2009 schedule to secure construction funding for Phase I of the trail;</li> </ul>	DC Planning staff, TRIP and trail advocates
<ul style="list-style-type: none"> <li>Explore other grant sources (e.g. Golden Leaf, Z. Smith Reynolds, PARTF) and establish a grant writing schedule and team for grant applications in 2009 and 2010;</li> </ul>	DC Planning staff, TRIP and trail advocates
<ul style="list-style-type: none"> <li>Work with an engineering team to develop engineering cost estimates and detail for first sections of Abbotts Creek trail;</li> </ul>	DC Planning staff and engineering consultant
<ul style="list-style-type: none"> <li>Engage the public about the health, social and economic benefits of trails through websites, media and public events;</li> </ul>	DC Parks and Recreation, TRIP, Davidson County Horsemen's Association, other trail advocates
<ul style="list-style-type: none"> <li>Begin construction of the first trail sections in Year 2 for public portions of the trail;</li> </ul>	City of Lexington, Davidson County and engineering consultant
<ul style="list-style-type: none"> <li>Establish landowner agreements for use of land through either easements or land purchase for private portions of the trail</li> </ul>	DC Planning, The Land Trust for Central North Carolina, private landowners
<ul style="list-style-type: none"> <li>Seek grant funding to acquire easements and/or purchase land for later phases of the trail</li> </ul>	DC Planning, The Land Trust for Central North Carolina

## Yadkin River Blueway Pilot Project Action Items: Year 1 and 2

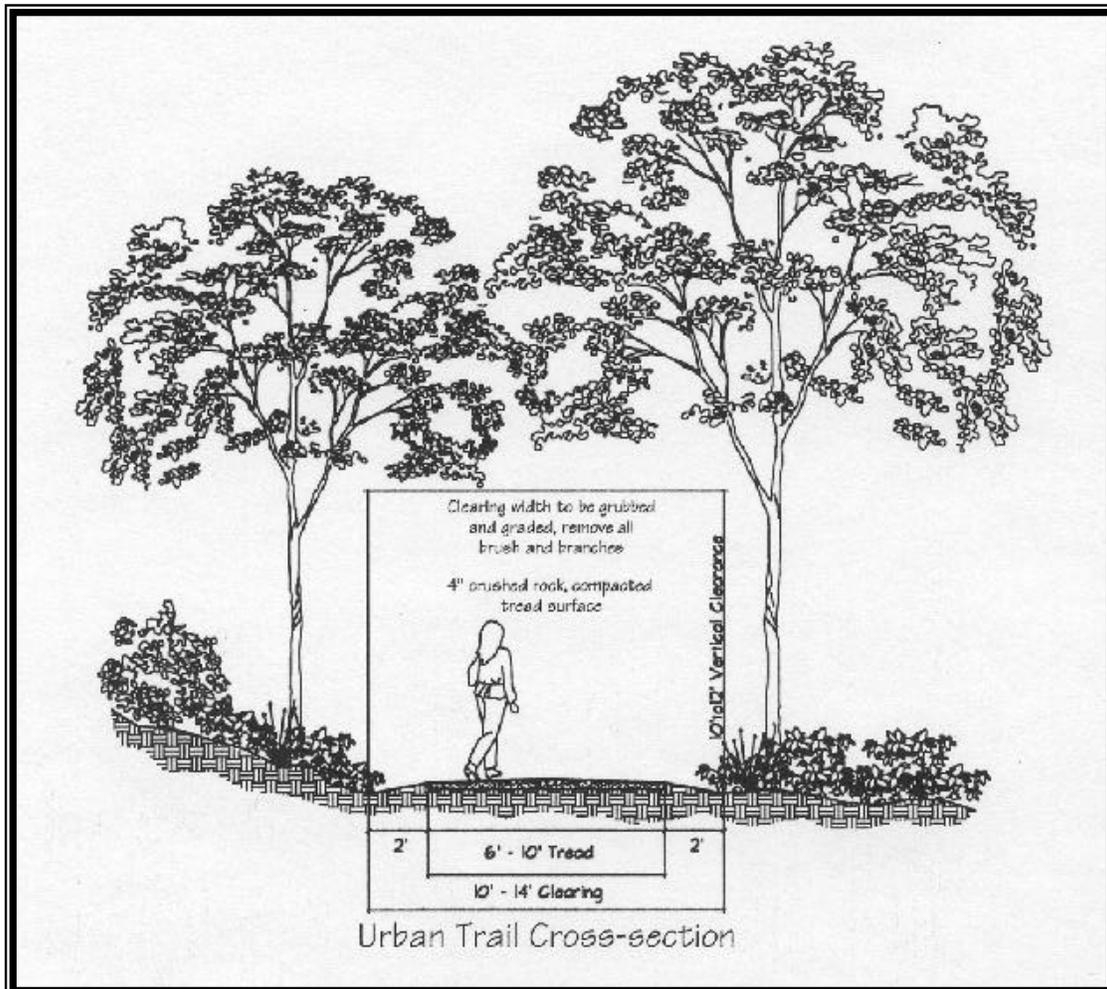
Action Item	Responsible Party
<ul style="list-style-type: none"><li>Complete private landowner meetings along the pilot project corridor;</li></ul>	Greenway Plan steering committee, DC Planning Staff, private landowners
<ul style="list-style-type: none"><li>Establish landowner agreements for use of land through either easements or land purchase</li></ul>	DC Planning, The Land Trust for Central North Carolina, private landowners
<ul style="list-style-type: none"><li>Establish a maintenance plan for proposed access sites;</li></ul>	DC Parks and Rec., TRIP, High Rock Lake Paddlers, other trail advocates and associations
<ul style="list-style-type: none"><li>Prepare grant application for Clean Water Management Trust Fund, Adopt-A-Trail and the Recreational Trails program through the NC Division of Parks and Recreation to develop proposed accesses</li></ul>	DC Planning staff, TRIP and trail advocates
<ul style="list-style-type: none"><li>Explore other grant sources (e.g. Golden Leaf Foundation, Z. Smith Reynolds Foundation, PARTF) and establish a grant writing schedule and team for grant applications in 2009 and 2010</li></ul>	DC Planning staff, TRIP and trail advocates
<ul style="list-style-type: none"><li>Begin construction of paddle access sites in late 2009 or early 2010</li></ul>	DC Parks and Rec., High Rock Lake Paddlers, other trail advocates and associations

### 3.8 Greenway Design Guidelines and Policies

The following general trail design guidelines illustrate typical trail dimensions and construction practices for the Davidson County Greenway Trail system. They are intended to be used as suggested practices for constructing the trail system and may not apply to every situation, based on varying site conditions.

#### Trail Construction Guidelines

Trail construction standards are defined for both urban and rural trail cross-sections designed for use by pedestrians, hikers, bicyclists and horseback riders in some sections. The urban cross-section can be constructed in the more densely populated urban regions of the trail, with the rural cross-section (see Figure 3.2 below) applied in the more rural &/or environmentally sensitive areas. The trail system is designed to be non-motorized. See Table 1 below for trail construction guidelines for both the urban and rural cross-sections.



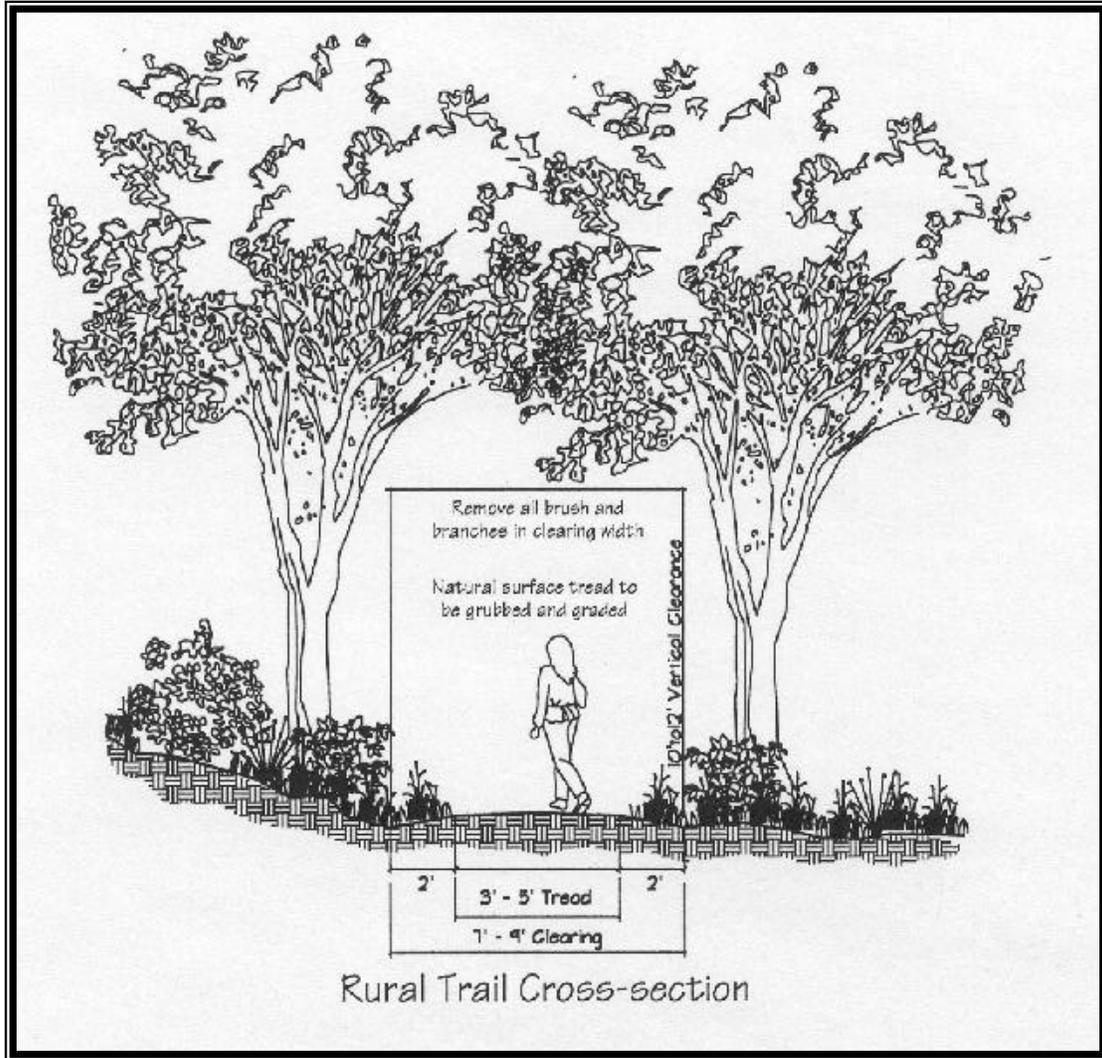


Figure 3.2 – Urban and Rural Cross-Section Trail Construction Guidelines  
*Recreational Trail Design and Construction – University of Minnesota Extension Service, 2007*

Table 3.1 – Trail Construction Guidelines for Urban & Rural Cross-Sections		
DESIGN ELEMENT	URBAN TRAIL CROSS SECTION	RURAL TRAIL CROSS SECTION
Clearing Width	10 to 14 feet	7 to 9 feet
Tread Width	6 to 10 feet	3 to 5 feet
Tread Surface	4 inches crushed rock base that has been compacted	Natural / native soil
Firebreak (optional)	10 feet of fire resistant native vegetation on each side of trail. Total corridor width should equal 30 feet	N/A
DESIGN ELEMENT	URBAN AND RURAL CROSS SECTIONS	
Percent Grade	Grades should not exceed 10 percent because they become difficult for trail users to sustain & lead to trail erosion problems. Desired Grade: 0 to 5 percent Maximum Grade: 5-10 percent (sustained), 15 percent (shorter than 50 yards) Out-Slope Grade: 4 percent (maximum)	
Clearing Height	8 – 10 feet (10 - 12 feet to allow for horseback riding). Additional clearance may be needed to compensate for branches drooping with heavy rain or snow.	
Trail Layout	Wet areas and steep slopes pose extreme difficulties to trail maintenance and should be avoided. Keep water and motorized road crossings to a minimum. Frequently occurring curves and grade changes will add interest.	
Turning Radius	Wide, gentle curves with good forward sight distances are critical for safety, aesthetically pleasing, and easier to maintain. Avoid sharp-angled turns, turns on steep slopes, or turns at the base of a hill.	
Sight Distances	Forward sight distances of 100 feet (50 feet minimum) are important because the trail may be shared by hikers, equestrians, and bicyclists. Although curves should be carefully designed to maintain good sight distances, turns and bends tend to help reduce travel speeds and add variety to the trail experience.	
Road Crossings	Motorized road crossings must be carefully located, designed, and signed 100 to 200 feet in advance to insure that trail users and vehicle drivers have good sight distances in all directions.	

Table 3.1 – Trail Construction Guidelines for Urban & Rural Cross (continued)	
DESIGN ELEMENT	URBAN AND RURAL CROSS SECTIONS
Water Crossings	<p>Some water crossings require bridges. Bridges should generally be used in areas of perennial and intermittent stream crossings. However, slow-moving water less than 24 inches deep may be forded or culverted. Bridge design should meet the following requirements:</p> <ul style="list-style-type: none"> <li>• meet the needs and weight of horse travel;</li> <li>• orient planking at a 45- to 90-degree angle to the direction of travel, gaps between planking oriented in the direction of travel may trap bicycle tires and endanger trail users;</li> <li>• make approaches straight, level, and when possible, at least 100 feet long;</li> <li>• must be located above ordinary high water mark;</li> <li>• have railings or log barriers on both sides;</li> <li>• have an 8-foot minimum width for horses; and</li> <li>• weight capacity varies depending on maintenance equipment and length of bridge.</li> </ul>
Other Facilities	<p>Parking area with space for trailers, picnic area, resting areas, overlooks, campsites, water, information board, signs, hitching post or tether line, horse corral, sanitation facilities, restrooms.</p>
Signage	<ul style="list-style-type: none"> <li>• Helps with orientation and way-finding</li> <li>• Helps with safety issues such as road crossings</li> <li>• Shows etiquette for all users</li> <li>• Gives distances</li> </ul>

*Recreational Trail Design and Construction – University of Minnesota Extension Service, 2007*

## Trail Accessibility Guidelines

An important part of trail design is designing for accessibility that will allow everyone to enjoy a trail experience. Communities planning and constructing portions of the trail system have an opportunity to develop segments of the trail that are accessible. Accessible segments could be located anywhere along the trail, but locating them in more urban areas that are using the urban trail cross-section standards would best serve most users. Much of the following guidance on how to make the trail system accessible comes from the *Americans with Disabilities Act Accessibility Guidelines* (1991) and *Designing Sidewalks and Trails for Access* (1999). For more specific information about accessibility, reference these materials.

Accessible trails should be free of debris and avoid motorized roadway crossings whenever possible. Crushed rock or a road base material with a high clay content that has been rolled and compacted may be used for wheelchair access. Trail grades should be generally flat (5 percent maximum grades for short distances) and regular rest stops provided. The cross-slope should not be greater than 2 to 6 percent. Bridges should have handrails, and their decks must be flush with the trail surface. Decking boards on bridges and boardwalks should be positioned perpendicular to the trail path with gaps between boards not exceeding .375 inches. Visually impaired persons can use natural trail treads with guide ropes or definite edges such as logs or railroad ties. An accessible trail information sign should be placed at the trail entrance that describes the length and difficulty of the trail, the location of rest stops,

and any potential trail hazards. Rest rooms, parking lots, and ramps should be carefully designed to ensure access.

## Guidelines for Sustainable & Aesthetic Trail Construction

A sustainable trail surface can be created with minimal disturbance and maximum variety and interest as the following goals are met:

- Minimize soil disturbance in order to allow plants and animals the best chance for survival; aesthetic appeal will be correspondingly high.
- Eliminate the potential for erosion.
- Use correct and aesthetic pruning or removal of tree limbs and shrubs.
- Minimize drainage problems by removing water from the trail at the first opportunity.
- Do not allow water to stand on the trail.
- Maintain existing drainage patterns whenever possible; do not force nature.
- Outslope the trail to dispose of sheet drainage and carefully shape the trail back-slope to prevent erosion.
- Coordinate excavation with vegetation and drainage considerations.
- Use select borrow or retaining walls to improve in adequate trail surfaces.
- Attain proper slope and compaction through a detailed analysis of on-site conditions during wet and dry periods.
- Make decisions to benefit the trail users.
- Remove sharp plants from close proximity to the trail.
- Consider the physical and visual relationship of vegetation to the trail.
- Where appropriate, narrow the clearing width by leaving brush close to the trails edge; excessive clearing allows bicycles to travel faster and leave the trail when cornering.
- Retain dead standing trees (i.e. "snags") when safety permits to provide homes and feeding locations for wildlife.
- Consider erecting nest boxes or creating artificial snags in woodlands near the trail route.

## Rural Trail Cross-Section Construction Guidelines

### Step One - Stake the Route

- Stake the trail route from start to finish. Stakes may be included for the center-line or both sides of the trail, and may also define clearing limits.

### Step Two – Cut and Clear the Vegetation

- Begin construction by removing trees, brush, and rocks from the tread.
- Site characteristics will determine what tools are needed. Hand tools, such as axes, loppers, bow saws, weed whips, and chain saws will be sufficient in most cases.
- The trail can be cleared much faster with motorized equipment. However, motorized equipment is not recommended for trail segments less than 4 feet wide.
- Cut shrubs and small trees flush with the ground to prevent tripping and to reduce stump sprouting. Avoid cutting healthy trees larger than 7 inches in stem diameter. Some trees, such as box elder, elm, and cottonwood, may require chemical stump treatments to prevent re-sprouting.
- Prune overhanging branches cleanly at the branch collar on the tree trunk or where a branch forks. To avoid rapid re-growth, it may be better to remove small trees than to cut off their tops.
- Trim exposed roots flush with the soil surface.

- Remove large rocks and fallen logs from the trail, unless they are to be kept as obstacles to prevent motorized use.
- Scatter branches and other debris off the trail or pile for wildlife cover.

#### Step Three - Grade the Trail Bed

- Grade the trail bed on slopes as required.
- On slopes, remove leaf litter and topsoil material from the cut-and-fill areas and save for later use as necessary.
- Select an angle for cut-and-fill slopes based on site soil conditions, amount of rainfall, and plant cover. Retain cut & fill slopes at less than 1:1.
- Spread topsoil and organic material on large embankments susceptible to erosion to encourage vegetation regeneration.
- On very steep slopes use netting material, such as jute mesh or chicken wire held in place with stakes, to hold the topsoil and mulch in place.
- Round out the top of embankment shoulders to prevent soil from sliding onto the trail.
- Remove boulders, logs, and other debris that may fall onto the trail.
- Avoid disturbing plants at the top of the cut slopes and at the base of embankments.
- Pitch the trail tread at 1.5-3.0 percent toward the outside edge to allow for drainage.
- Make the tread slightly wider in areas where sloughing of the trail edge is likely to occur.
- On talus or rubble where little or no soil is present, construct the outside part of the trail with hand placed rocks, 50 percent of which are 12 inches in diameter or greater. Build the outside bench from rock other than those forming the inside bench. Fill in all voids and under the trail bed surface with rock and mineral soil deep enough to provide a firm tread.

#### Step Four - Finish the Trail Tread

- For the rural & environmentally sensitive segments, the ideal surface is natural soil free of large stones, stumps & protruding roots.
- Natural trails often become easily distinguishable and comfortable to walk on after a month of regular traffic.
- Always avoid unnecessary disruptions of the ground surface. If leveling is required, use a shovel, small caterpillar (D-2 or equivalent) or Sweco 480 trail dozer to shear off a thin layer of topsoil, level humps, and fill holes.
- Gravel or other fill materials may be used to elevate the trail in wet areas.

## Urban Trail Cross-Section Construction Guidelines

The urban trail cross-section is most likely to be constructed using trail construction professionals and a mixture of hand and mechanized trail construction equipment. The two trail construction machines most often used are the small caterpillar (D-2 or equivalent) or the Sweco 480 trail dozer. These machines clear and grade the trail after the necessary vegetation has been removed from the staked trail corridor. Handwork includes grading the side slopes, removing vegetation, construction in trail obstacle areas, and placing or removing waste vegetation. After the trail has been graded, the crushed rock fill is placed in the tread area and compacted using the trail dozer.

## Trail Signage Guidelines

Once constructed, the greenway system should be clearly marked using trail signs to assist users in way-finding. A 4"X4"X10' pressure-treated post is recommended to hold trail markers in the Abbotts Creek pilot project corridor. However, as the system expands, other options may be considered. Other regional trails utilize a plastic ("carsonite") stake marked with a trail logo. These stakes are placed at regular intervals and at junctions along the trail. The number of signs should be kept to a minimum to avoid detracting from the user's outdoor experience and to minimize vandalism or theft. Entrance

signs should be placed at all trail heads. These signs should include maps, trail distances, potential hazards, places of interest, and the types of trail uses permitted.

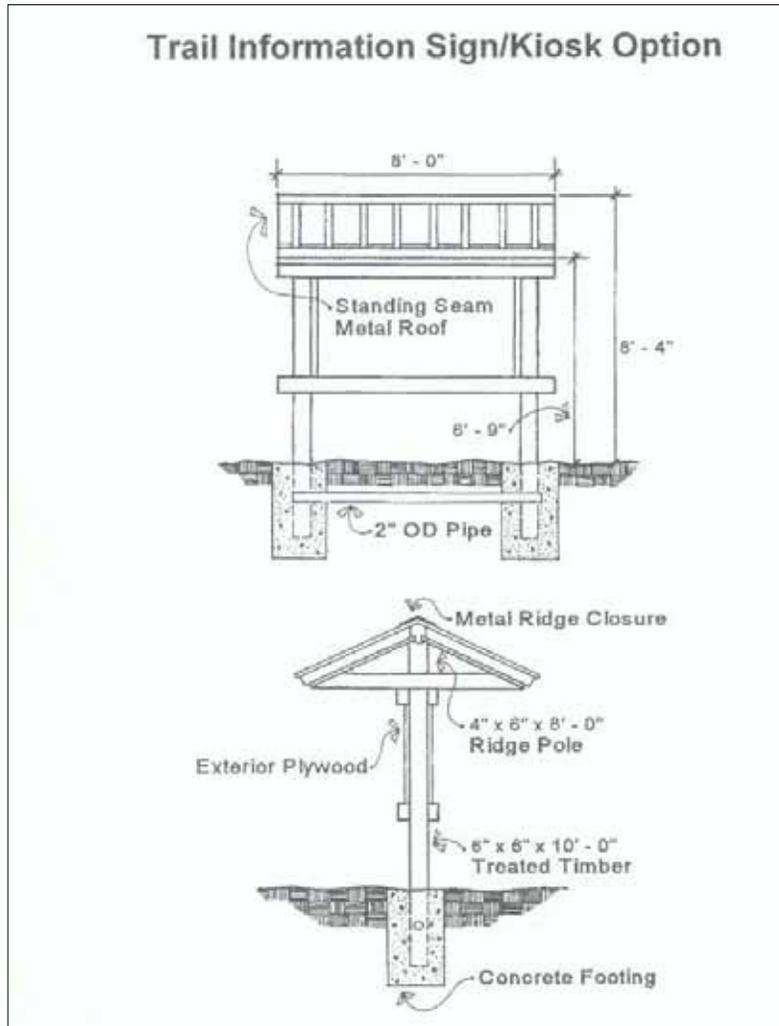


Figure 3.3 – Typical Information Sign / Kiosk Construction Option  
*Courtesy of National Park Service – North Country Trail Handbook*

## Guideline for Addressing Trail Obstacles

Along the trail route obstacle may be encountered that requires special attention. Recognizing and protecting such areas during construction will help reduce later maintenance costs and potential environmental damage. Some measures are relatively simple and inexpensive while others can be quite difficult and/or expensive to employ.

### Subsurface Drainage Guidelines

Water tends to pool on trails that are located on low-lying, level terrain. Raising the tread-way 3 to 6 inches (or more) above the surrounding terrain will allow water to drain away, reduce maintenance costs, and help ensure comfortable trail use. Gravel, flat stones, or other fill material may also be used to elevate the trail surface (see [Figure 3.4](#) below). A less expensive technique for moving water off the trail is center crowning. Fill materials can be obtained from gutters cut on both sides of the trail to facilitate drainage.

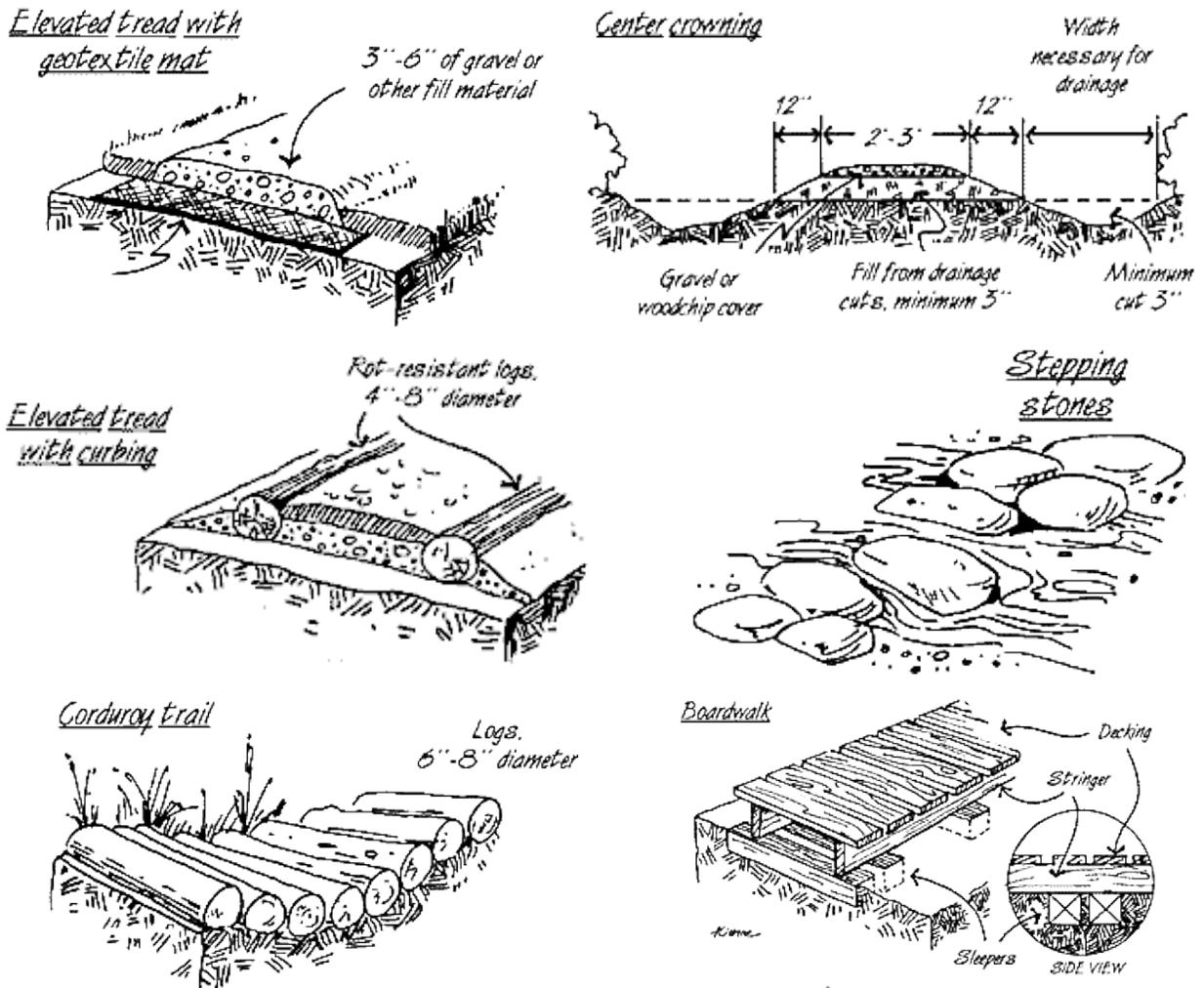


Figure 3.4 – Subsurface Drainage Measures  
*Recreational Trail Design and Construction – University of Minnesota Extension Service, 2007*

### Surface Drainage Guidelines

On steep slopes, poorly designed and constructed tread ways allow water to accumulate, gain downhill velocity, and erode the trail. Flowing water must be diverted off the trail. One effective method is to “out-slope” the trail surface at a 2 to 3 percent grade toward the downhill side (see Figure 3.5). Grade dips or water bars may also be used. Grade dips are short trail sections cut at a grade opposite that of the prevailing trail surface. Grade dips typically are established at natural drainage ways or ditches with intermittent flows (See Figure 3.6). Water bars are obstructions on the trail surface designed to divert water off the trail. Water bars are usually constructed with logs or stones placed at a 30-degree angle from the trail's edge. Water bars must extend well beyond both sides of the trail to prevent water or people going around them. Logs must be at least 6 to 8 inches in diameter. Rubber water bars are another option that reduces potential hazards to bicyclists (See Figure 3.7). The number of water bars should be increased as the trail's grade increases (see Table 3.2 below).

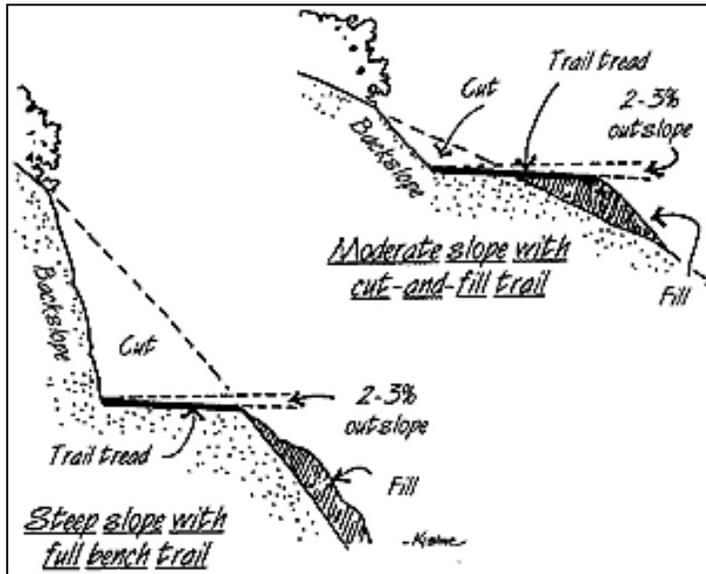


Figure 3.5 – Bench Cut & Out Sloping  
*Recreational Trail Design and Construction*

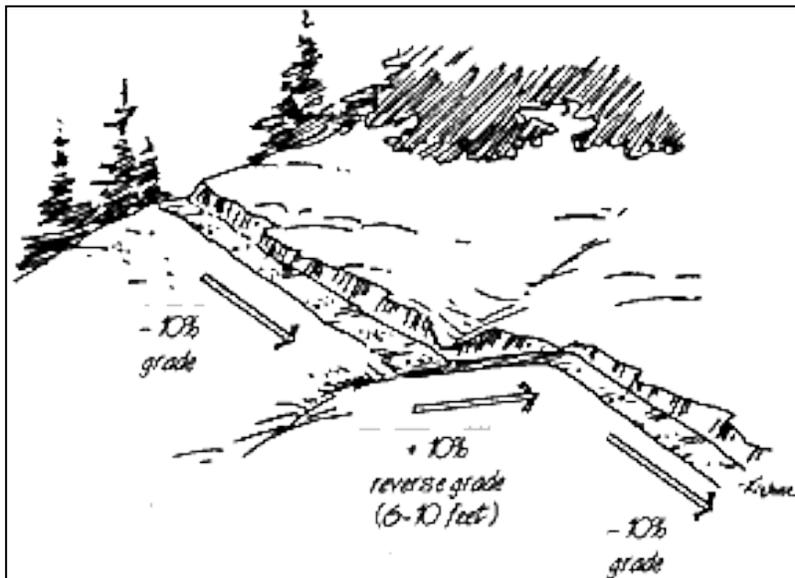


Figure 3.6 – Grade Dip  
*Recreational Trail Design and Construction*

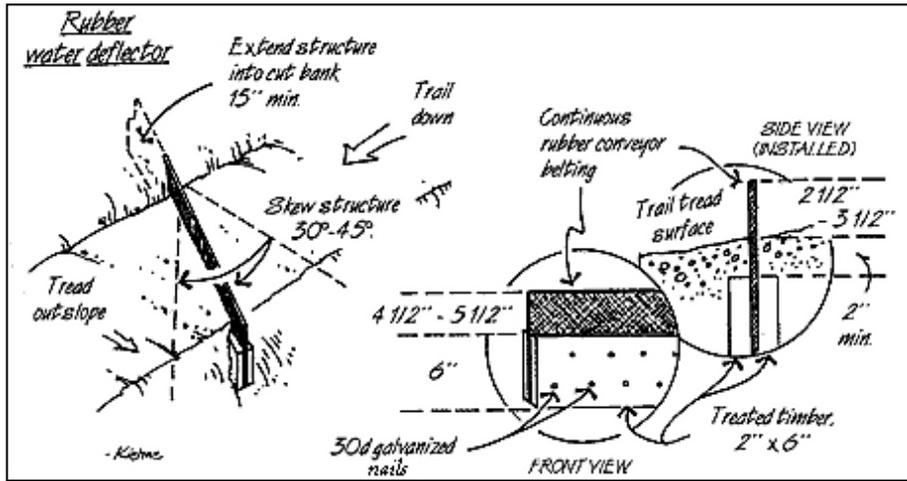


Figure 3.7 – Rubber Water Bar  
Recreational Trail Design and Construction

PERCENT GRADE	SPACING BETWEEN WATER BARS (FEET)
2%	250 Feet
5%	130 Feet
10%	80 Feet
15%	50 Feet
25%+	40 Feet

Stream Crossing Guidelines

The Davidson County Greenway system crosses over multiple small streams and tributaries. Fords (or natural crossings) can be used to traverse very small, slow-moving streams (e.g. less than 12 inches deep). Locations with gently sloping, stable banks and gravel or sand bottoms should be favored. Most hikers can safely negotiate a ford crossing on flat stones placed at convenient intervals. Culverts are recommended to cross deeper streams or ditches (see [Figure 3.8](#)). Professional assistance is required for design and installation of a culvert stream crossing. Bridge designs vary depending on the length and height of the crossing, type and amount of trail use, and the size of maintenance equipment. Whenever possible, structural bridge design elements such as abutments should be located above the ordinary high water mark - the point where the predominant natural vegetation changes from aquatic to terrestrial (see [Figure 3.9](#)). On hiking trails, a simple split-log bridge may be used for stream crossings less than 10 feet wide (see [Figure 3.10](#)) and a whole-log bridge may be used for wider crossings (see [Figure 3.11](#)). Professional assistance should be sought to assist in designing and installing more elaborate, high-use bridge crossings (see [Figure 3.12](#) & [Figure 3.13](#)).

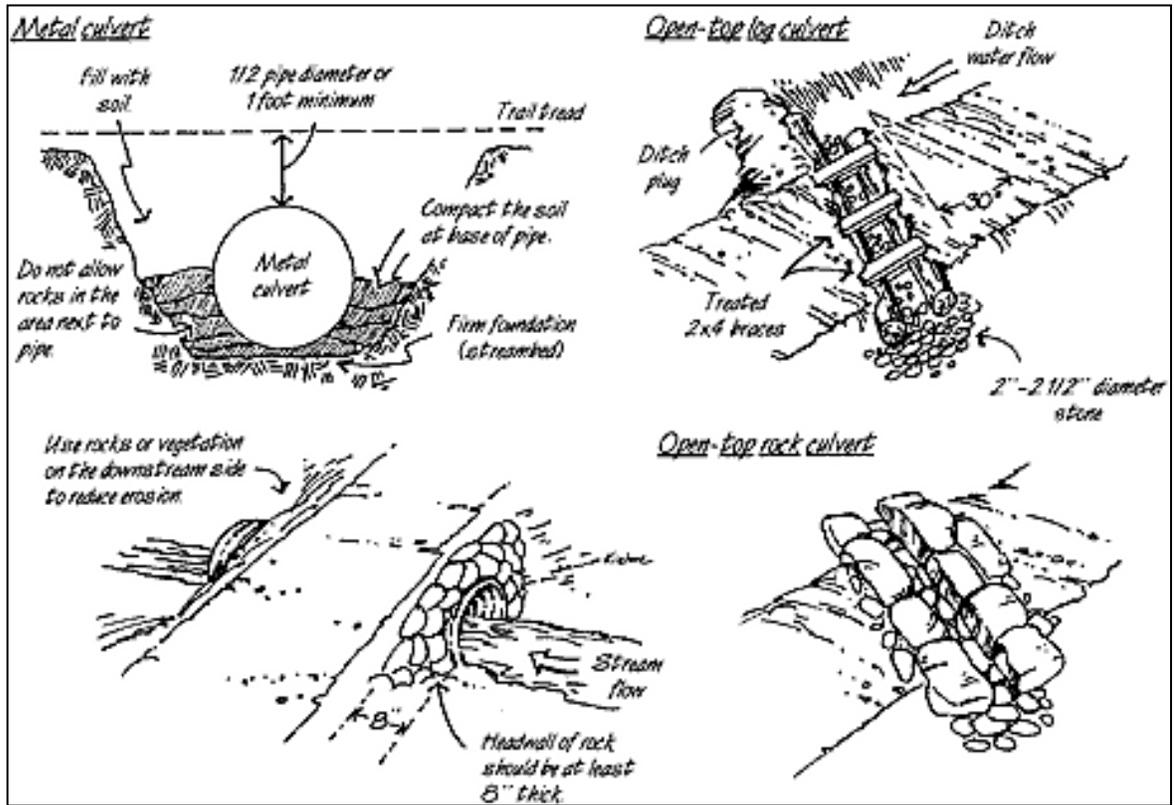


Figure 3.8 – Various Culvert Designs  
*Recreational Trail Design and Construction*

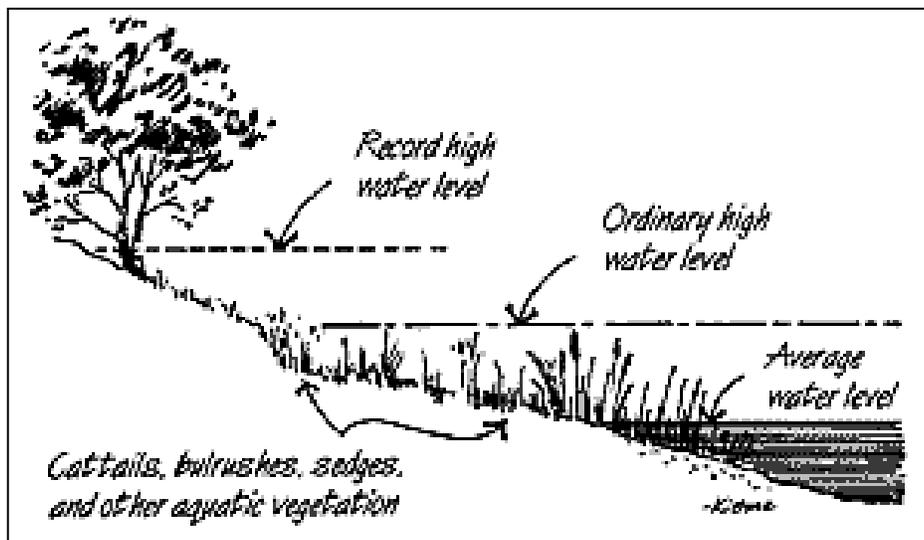


Figure 3.9 – Normal High Water Mark  
*Recreational Trail Design and Construction*

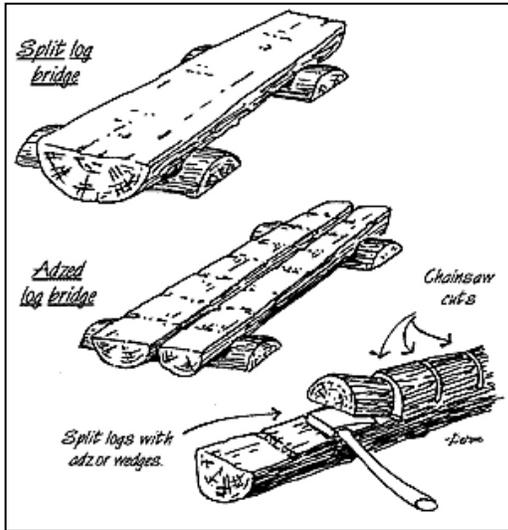


Figure 3.10 – Simple Split Log Bridge  
*Recreational Trail Design and Construction*



Figure 3.11 – Rustic Whole-Log Bridge  
*Courtesy PTCOG*

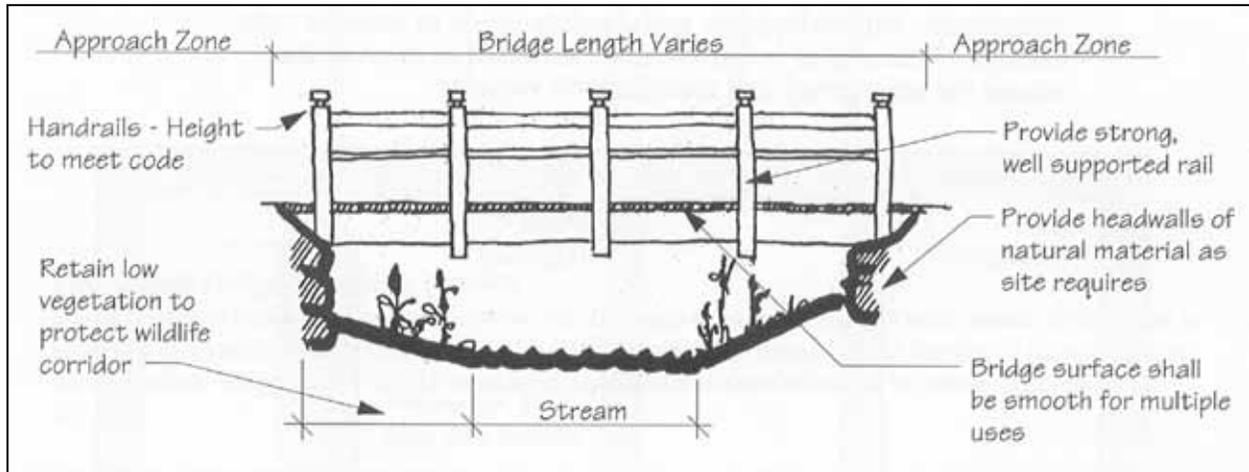


Figure 3.12 – Typical Timber Bridge Construction Guidelines  
*Courtesy of Surry County Greenway Master Plan – Greenways, Inc.*



Figure 3.13 – Prefabricated Steel Span Bridges  
*Courtesy of Surry County Greenway Master Plan – Greenways, Inc.* (Note: Prefabricated span bridges are ordered directly from the manufacturer. Approximate cost is \$100/foot. For examples & quotes, see [www.steadfastbridge.com](http://www.steadfastbridge.com).)

### Boardwalk Trail Tread

Boardwalks, or wood surface trails, are typically required when crossing wetlands or poorly-drained areas. While boardwalks can be considered multi-use trails, the surface tends to be slippery when wet and not best suited for wheeled users. Boardwalks intended for use by bikes, pedestrians, in-line skaters and others should be a minimum of 14 feet wide. However, boardwalk trails limited to pedestrian use can be as narrow as 8 feet (see [Figure 3.14](#)). If maintenance vehicles use the boardwalk for maintenance access, it should be a minimum of 14 feet. Wood surfaced trails are usually composed of sawn wooden planks or lumber that forms the top layer of a bridge, boardwalk or deck. The most commonly used woods for trail surfacing are exposure- and decay- resistant species such as pine, redwood, fir, larch, cedar, hemlock and spruce. Wood is a preferred surface type for special applications because of its strength and comparative weight, its aesthetic appeal and its versatility. Synthetic wood, manufactured from recycled plastics, is now available for use as a substitute in conventional outdoor wood construction. While these products are more expensive than wood lumber, recycled plastic lumber lasts much longer, does not splinter or warp and will not discolor.

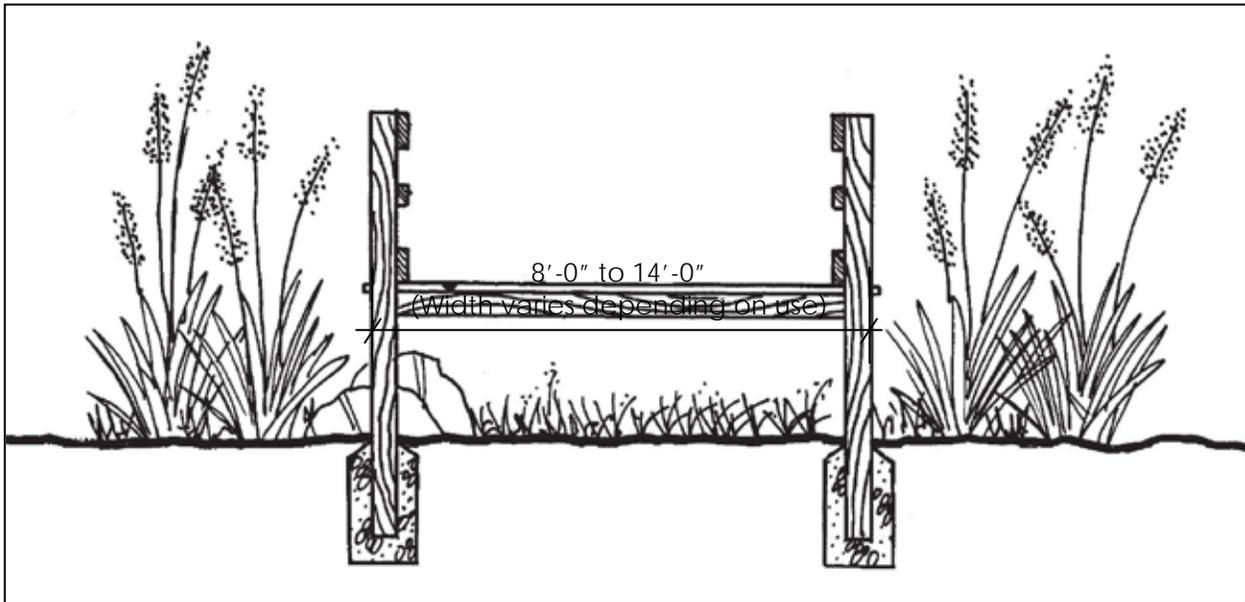


Figure 3.14 – Typical Boardwalk Cross Section  
*Courtesy of Surry County Greenway Master Plan – Greenways, Inc.*

### Fence Crossing Guidelines

A self-closing gate or stile will reduce fence damage and permit safe crossing. Stile designs vary depending on the size of the livestock and the availability of building materials (see [Figure 3.15](#)).

### Steep Slope Guidelines

Grade is a measurement of trail slope generally expressed as a percentage. Percent grade is equal to vertical distance divided by horizontal distance times 100. For example, an 8 percent grade is one that goes up or down 8 feet for every 100 feet of length. Acceptable trail grades depend on the recreational activity and soil structure. A sustained grade (i.e. a grade that remains the same for more than 1,000 feet) generally should not exceed 10 percent, although this limit may be exceeded for short distances (50 yards) up to a maximum of about 25 percent. Long, steep grades tire trail users and allow drainage water to flow down the trail creating potential erosion problems. Conversely, level grades tend to bore trail users and allow water to accumulate on the trail bed. To facilitate natural drainage and increase user interest, frequently alternate steep and level grades. As a rule of thumb, trails should be 1/3 level, 1/3 uphill, and 1/3 downhill.

Switchbacks or steps may be necessary to traverse steep slopes. Switchbacks are designed to reduce trail grades by lengthening the trail (see [Figure 3.16](#)). Switchback turns (or landings) must be located on stable soils to reduce erosion. Flat benches or areas with the least slope should be favored. Timber steps may be used to level the landing and reduce erosion. A minimum turning radius of 4 feet is required for hiking trails; 8 feet is required for other trail users. Log, rock, or shrub barriers may need to be constructed at trail turns to keep users on the trail and to avoid the creation of shortcuts. Attractive features such as benches and vistas may be located at switchback turns. Steps may be needed on steep terrain with highly erodible soil, but have several drawbacks. They may be costly to construct, restrict trails to summer use, and prohibit access for some disabled persons. Construction materials for steps include stone slabs, railroad ties, or rough-sawn, rot-resistant timbers (see [Figure 3.17](#)). Steps should rise at least 5 inches, but not more than 9 inches. Stairways may be required on slopes exceeding 100 percent (45 degrees).

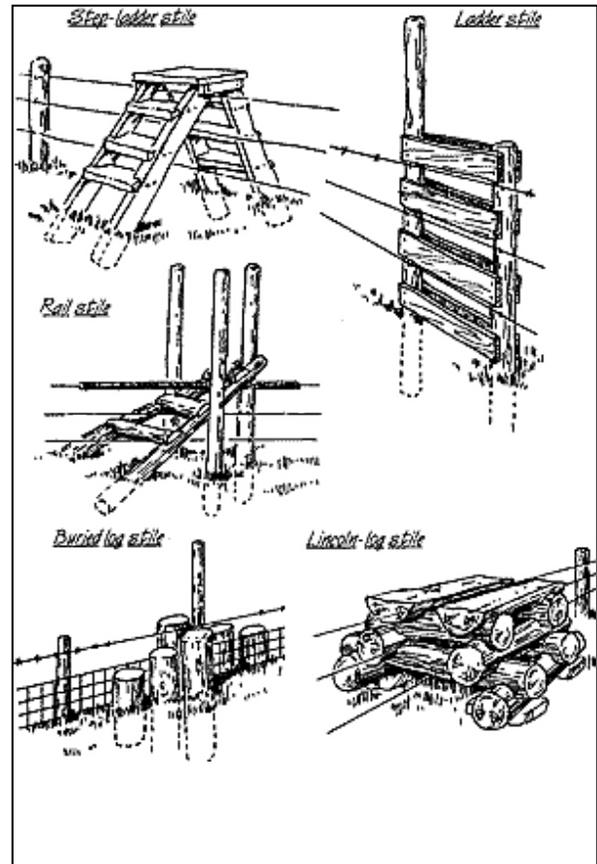


Figure 3.15 – Fence Crossing Options  
*Recreational Trail Design and Construction*

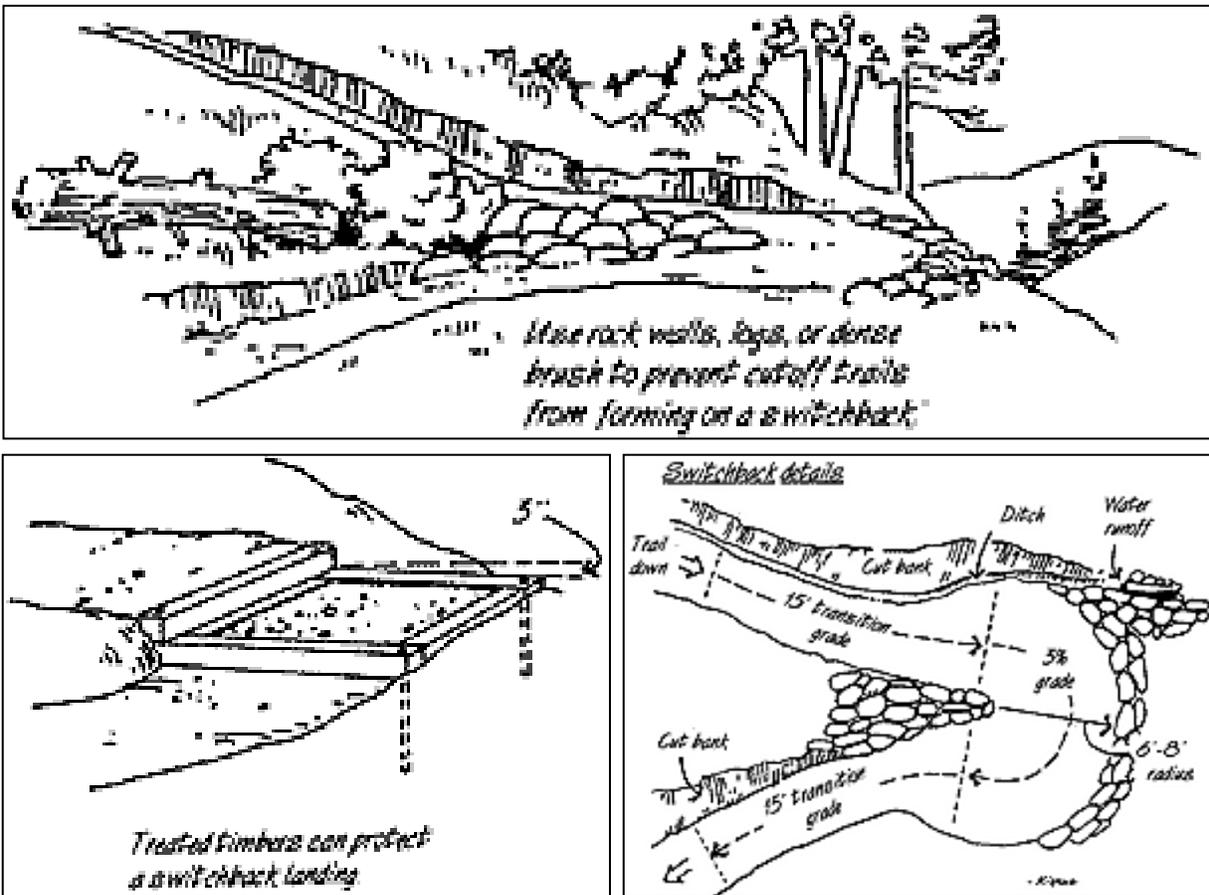


Figure 3.16 – Switchback Options  
Recreational Trail Design and Construction

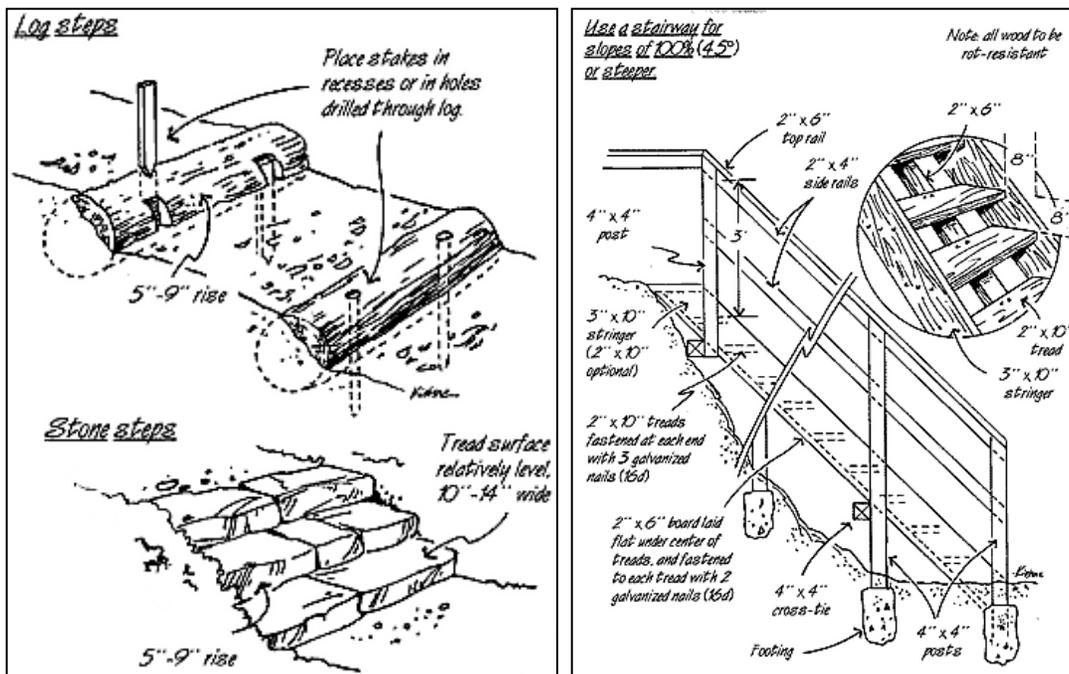


Figure 3.17 – Steps and Stairway Options  
Recreational Trail Design and Construction

## Paddle Trail Access Guidelines

Designated and improved paddle trail access sites are an extremely important component of the Davidson County Greenway system. Paddle trail access sites should coincide with trailheads for the land-based trail system whenever possible, to efficiently provide the necessary amenities necessary to insure a safe and enjoyable experience for trail users of all ages and abilities (e.g. parking, restrooms, orientation brochures & maps, equipment rental, etc.).

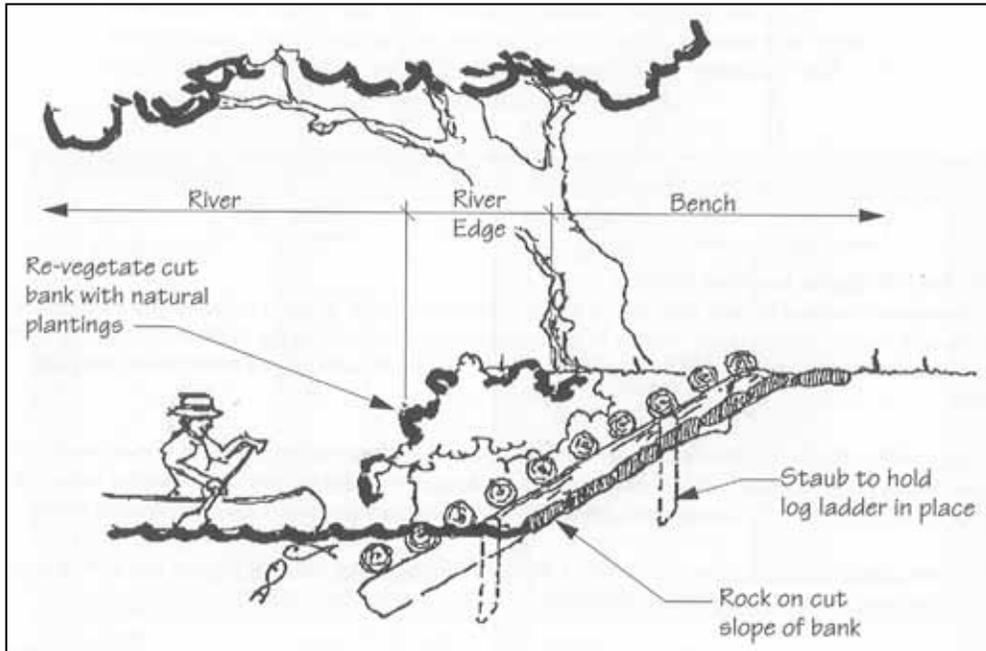


Figure 3.18 – Typical Small Boat Access  
*Courtesy of Surry County Greenway Master Plan – Greenways, Inc.*

## Trail User Conflict Guidelines

A wide variety of user groups are encouraged to use the Davidson County Greenway system. Hikers, walkers, joggers, cyclists, mountain bikers, horseback riders, paddlers, and a range of school & environmental education groups, may all be using the trail at various times. This broad spectrum of trail users has the potential for conflict because of their varying trail needs and styles of recreation. Signs, speed limits, and good user etiquette along Davidson County trails can help minimize conflicts between these user groups. In addition, educating users and promoting responsible behavior can minimize user conflicts. For example, trail users should be encouraged to maintain two-way communication and make an effort to warn others of their needs and intentions. Trail etiquette standards can be publicized on trail signs and in educational materials.



Figure 3.19 – Yield Sign Example

*Courtesy of Northern Bonneville Shoreline Trail Master Plan*

If specific user conflicts are anticipated along certain segments of the trail a yield sign may be needed (e.g. showing bicycles yielding to joggers and hikers, and joggers yielding to hikers – see [Figure 3.19](#)). Trail users may be less likely to become offended at the actions of others once they understand the code of conduct. Trail users are also less likely to violate an established code of behavior if they believe these rules will be enforced.

## Damage Control Guidelines

A certain amount of vandalism, as well as accidental damage, can be expected on heavily used trails that are open to the public. Damaged and vandalized items, if not promptly removed or repaired, often stimulate more damage. Therefore, regular inspection of trails with early identification of damaged areas will help reduce vandalism. Proper trail design methods can also reduce damage. Trail routes should be selected that avoid sensitive environmental areas. Brush piles, drainage ditches and vegetation can help encourage users to stay on the trail. Trail signs can also encourage appropriate use of the trail. When space permits, explain the reasons for protecting the area (e.g. "Prevent erosion - Please stay on trail").

## Trail Maintenance Guidelines

A maintenance program helps ensure the safety of the trail user and the preservation of the trail environment. A high maintenance standard implies quick response to trail deterioration. Programs such as "Adopt a Trail" encourage local volunteers to maintain a section of trail as a service for all the recreational users of the trail.

### General Trail Maintenance Guidelines

- Practice environmentally sound maintenance and use techniques appropriate for the type of trail. For example, avoid the use of chemicals to retard vegetation growth.
- Prepare an annual Trail Maintenance Plan.
- Assess the type and volume of use with trail register records and by counting the type and volume of vehicles at the trailhead.
- Repair heavily-used segments of the trail in the spring and maintain the trail throughout the season on an as-needed basis.
- Prioritize trail maintenance tasks by the following criteria: 1) correct unsafe trail conditions, 2) repair environmental damage, and 3) restore the trail to the desired conditions.

### Annual Spring and Early Summer Trail Maintenance Tasks

- Clear windfalls and dangerous trees from the trail bed for safety and to prevent detouring.
- Remove loose rocks and debris from the tread surface.
- Repair trail wash-outs.
- Remove new plant growth on the trail annually. Clear in the spring and early summer when the new growth is soft.
- Level the trail tread as necessary and restore the tread grade to the original slopes. Use local material to fill ruts, holes, low spots, or muddy areas.
- Repair erosion-damaged facilities promptly to prevent further damage. Check for erosion effects after spring runoff.
- Check and repair water bars, drainage ditches, culverts, and drainage dips.
- Construct additional drainage structures as needed.
- Check and repair all structures after spring runoff and after severe summer storms.
- Check, repair, or replace signs and trail markers prior to the major use season.

### Weekly or Monthly Trail Maintenance Tasks (As Trail Use Warrants)

- Maintain trailhead facilities such as toilets or waste containers.
- Re-supply trailhead information kiosks with route or safety brochures & maps.

## General Trail Corridor Planting Guidelines

- Seek to eliminate non-native invasive species (e.g. *Ligustrum sinense*).
- Replant native over-story & under-story trees & shrubs where vegetation is removed or harmed due to construction of trails.
- Do not remove fallen trees unless they obstruct trails or present some danger.
- Use evergreens, conifers (pines) and deciduous trees proportionally.
- Use trees & shrubs with berries whenever possible to provide food for wildlife.
- Use flowering trees & shrubs to draw attention to important features.
- Use evergreen shade trees near seating areas and picnic tables.
- Use evergreen shrubs (e.g. wax myrtle) to screen private residences.

## Tree Planting Guidelines

Trees are important to greenways and trails for both aesthetic and environmental reasons. Not only do they contribute to the appearance of a trail, their shade cools the environment for trail users and provides habitat for birds and wildlife. Trees also help keep streams healthy by providing shade (which regulates the temperature), filtering pollutants in storm runoff and adding leaf litter to feed small insects and fish. When choosing trees and shrubs for greenway corridors, it is recommended that indigenous and well-adapted species be used. This will reduce the need for chemical and water applications as a part of long term maintenance. The following graphics (see [Figure 3.20](#) & [Figure 3.21](#)) represent common installation practices used for several different types of plant material.

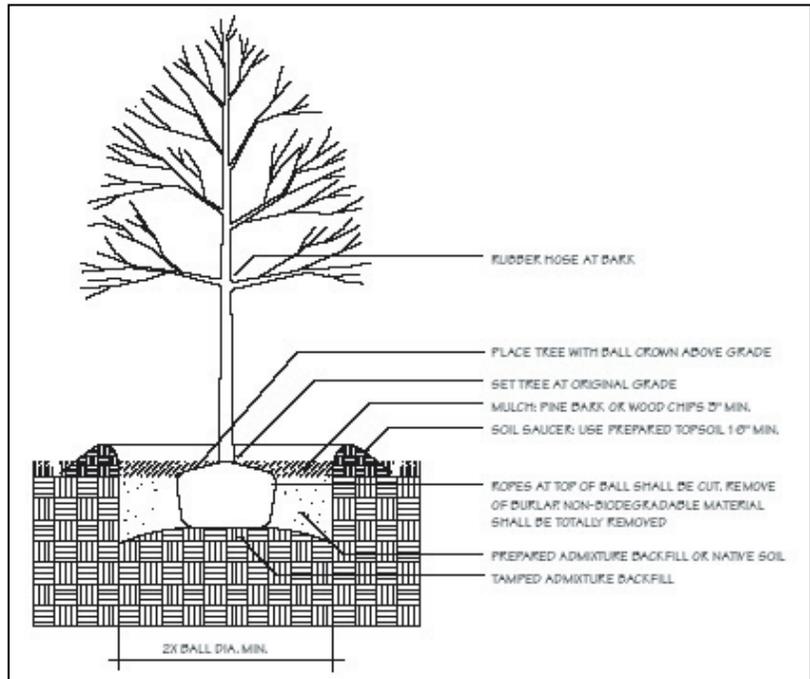


Figure 3.20 – Ball and Burlap Tree Planting Detail  
*Courtesy of Surry County Greenway Master Plan – Greenways, Inc.*

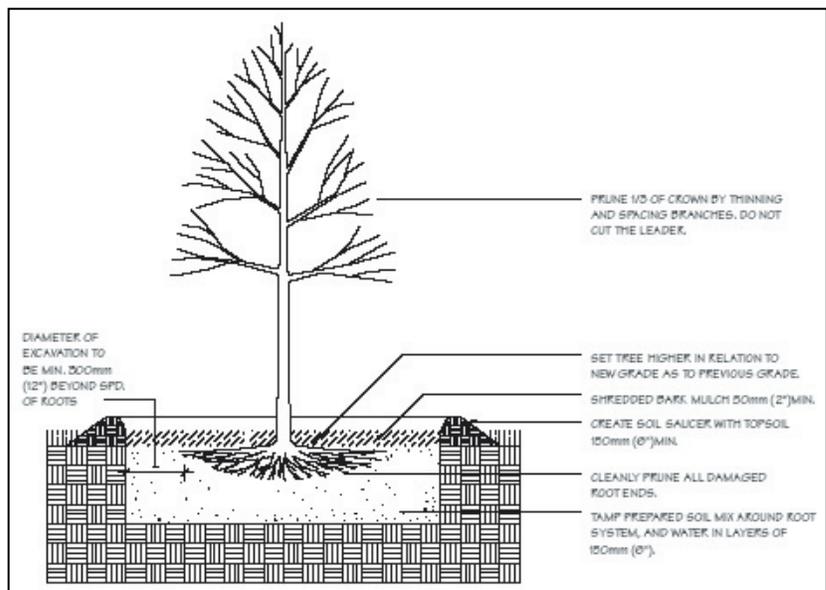


Figure 3.21 – Bare Root Tree Planting Detail  
*Courtesy of Surry County Greenway Master Plan – Greenways, Inc.*

## Shrub Planting Guidelines

The amount of planting needed will vary depending on the project. While some projects will require little or no planting, other projects may require it for vegetative screening, habitat restoration, erosion control or aesthetics. The graphics below illustrate planting techniques for two types of shrub material (ball & burlap and bare root) which can be used (see [Figure 3.22](#) & [Figure 3.23](#)).

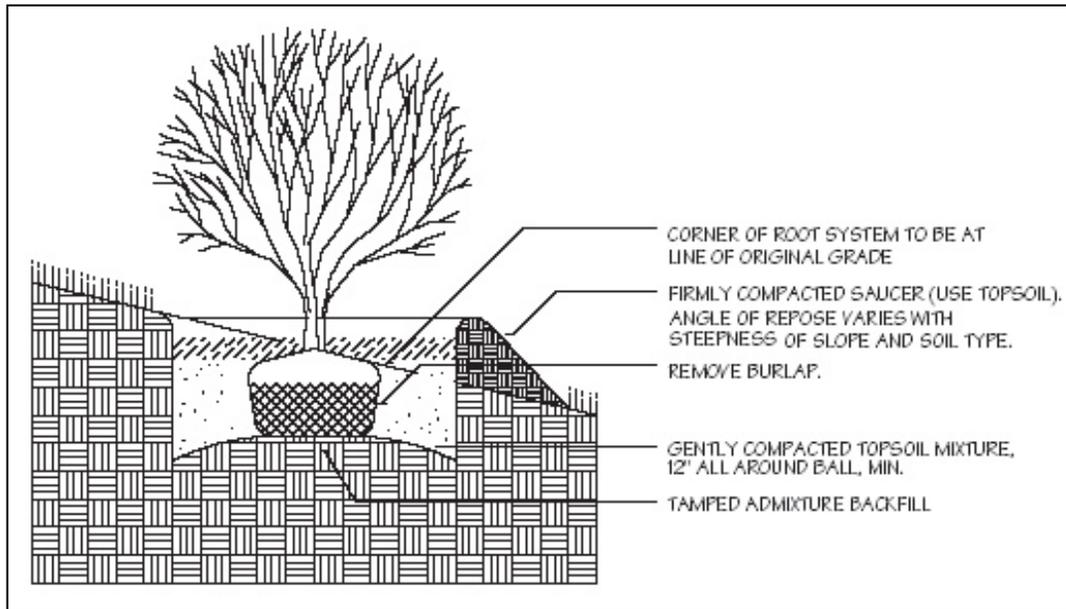


Figure 3.22 – Ball and Burlap Shrub Planting Detail

*Courtesy of Surry County Greenway Master Plan – Greenways, Inc.*

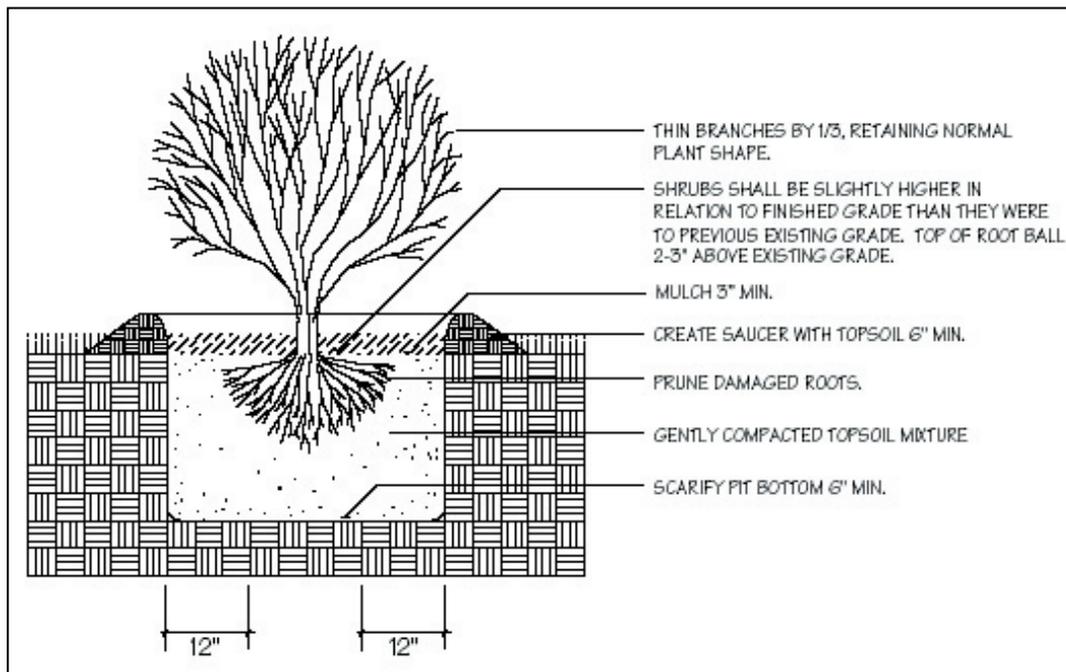


Figure 3.23 – Bare Root Shrub Planting Detail

*Courtesy of Surry County Greenway Master Plan – Greenways, Inc.*

## General Trailhead Guidelines

Trail heads should be installed throughout the Davidson County Greenway system to give the public access. A "trail head" is a point of formal public entry into the greenway system that may provide certain related public facilities such as parking, restrooms, drinking fountains and trail signage (see [Figure 3.24](#)). Major trail heads should be located in significant areas. An exhibition building or an interpretive exhibit may be incorporated, along with restrooms, water fountains, picnic tables, parking, signage. Minor trail heads can be used to connect a smaller number of people to surrounding trails, open space and parks.

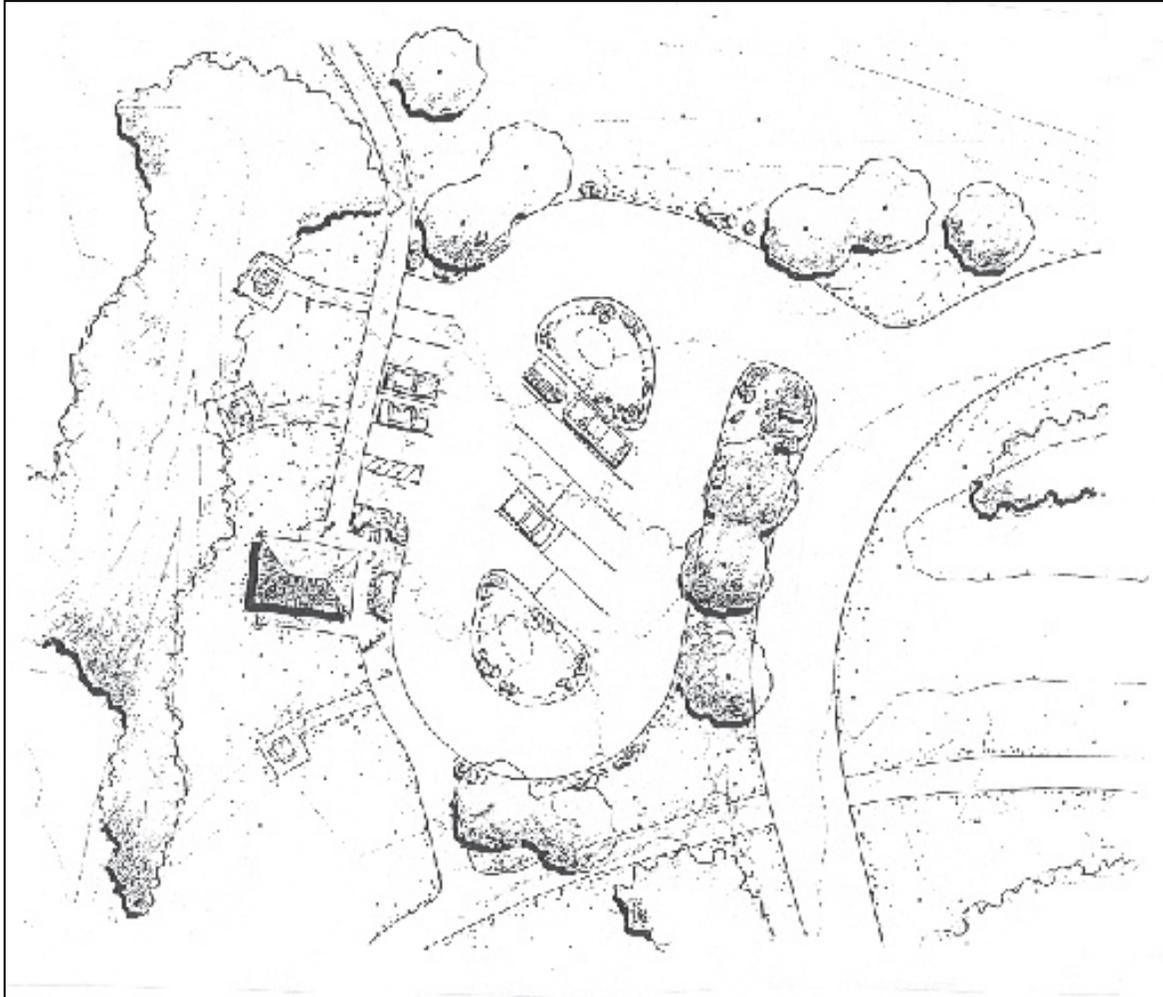


Figure 3.24 – Typical Trailhead Plan View  
*Courtesy of Surry County Greenway Master Plan – Greenways, Inc.*

# APPENDIX

## A.1 Steering Committee and Public Meeting Notes

### **Steering Committee Meeting Davidson County Greenway Master Plan**

January 17, 2008

#### **Meeting Notes and Action Items**

##### **Present**

**Committee Members:** Doug Meredith, Jo Ellen Edwards, Roger Spach, Mike Cranford, Scott Hulin

**Staff:** Paul Kron, Jesse Day, Guy Cornman

##### **Summary:**

After brief introductions, Paul Kron gave a summary of the previous Davidson County planning efforts for greenways. The Tourism and Recreation Master Plan identified a greenway master plan as a key priority. Jesse Day summarized previous and current Thomasville greenway and bikeway planning efforts. Roger Spach summarized existing trails at the Lexington Sewer plant and a current grant being worked on for submission to the Clean Water Management Trust Fund for water quality and greenway development along Abbotts Creek. Doug Meredith summarized trail planning and construction efforts along the Hanby Creek near the landfill, which include 2 miles of trail.

Paul Kron summarized the work plan and schedule and reviewed the upcoming public meetings and landowner meetings. The schedule was passed around. There are two planned public meetings and up to six landowner meetings. In addition there is room in the scope of work for an additional public meeting and a presentation to the County Commissioners. There was emphasized a need for the County Commissioners to be involved in the pilot project planning process. In addition the Lake Thom-A-Lex stakeholder committee should be involved in the Abbotts Creek pilot project. Roger Spach has this information.

Discussion of the two priority (*primary*) greenways that came out of a December 2006 workshop on Davidson County Greenways occurred, which include:

- Abbotts Creek Greenway and
- Yadkin River Greenway

A number of other *secondary* greenways are also identified as proposed, as well as public local trails within municipalities or on individual parcels. The group was interested in keeping these two segments as priorities (*primary*) and added a few other *secondary* greenways to the county-wide greenway map.

A visioning and goals writing exercise was completed following the discussion of county-wide greenways. The results of this exercise are included following these notes and action items.

Following the goals writing exercise, the group worked to further refine greenway routes. These results are included in map updates to be shared at the public meeting workshop in February.

**Action Items from the Meeting:**

- Get Sewer Plant Trails from Roger Spach along Abbotts Creek -  
**Jesse, Roger**
- Get Campground trails near Yadkin River Greenway -  
**Jesse, Jo Ellen**
- Contact F.E. at Denton to get trails on new 13 acre park in Denton -**Jesse**
- Get County sewer data from Laura Van Hoy of Dav. Cty Public Works -**Jesse**
- Create Contact List of steering committee and add Stan Styers -**Jo Ellen**
- Invite National Park Service contact to Feb. Greenway Planning Meeting -**Jo Ellen**
- Contact Bill Colonna, former planner with Thomasville to discuss possible Thomasville connections out to Rich Fork Creek -**Jesse**
- Engage County Commissioners about the Greenway Plan -**Entire Committee**

**Vision Statement Ideas:**

Committee members were asked to finish the following sentence: In the year 2025, Davidson County will have a greenway trail system that.....

- Connects the County and its cities together with multi-use trails;
- Links key natural and cultural assets, anchors and open spaces identified by open space and trail advocates and planners;
- Incorporates and connects various parks and lakes with linear parks;
- Creates a multi-purpose park like Dan Nichols Park in Rowan County;
- Trails will have multiple uses in several areas of the county (e.g. bicycle, walking and equestrian);
- Joins surrounding county, regional and statewide trail systems;
- Creates a system of trails envied by others, providing tourism opportunities;
- Enables more opportunities for physical activities by visitors and residents alike in a green and safe environment;
- Provides continuous wildlife corridors and water quality buffer areas;
- Attracts businesses and is reported to be a part of the high quality of life in Davidson County;
- Creates Water-front access for nearby land owners and public enhances property values for nearby owners;
- Enhances public safety through public amenities, more eyes on properties and public policing and maintenance;
- Requires utility expansion to included the donation of public access easements; and
- Meets clean air initiatives and goals through non-motorized connections.

These ideas were combined into the following draft vision statement.

**Vision Statement Draft:**

In the year 2025, Davidson County will have a greenway trail system that creates connections between its cities, parks, water bodies and neighboring counties. These linear parks will serve to enhance the natural environment by improving water and air quality and wildlife habitat through natural buffer systems. Key natural and cultural assets will be linked enabling more opportunities for residents and visitors alike to easily engage in physical activity. Design of the trails has created a greenway system envied by other regions and states. Cooperation and discussion with utility providers and neighboring landowners has helped to develop an extensive multi-use trail system linked with other regional and state trails. The greenway system is so well used for both transportation and recreation, public safety and security is enhanced by the high level of use on the greenways. Employers and business have been locating to Davidson County for more many years because quality of life is enhanced by the growing greenway and parks systems. Trail advocates, residents and elected officials established a trust fund to preserve and maintain existing trails, while providing funds to build new connections.

Discussion of key greenway trail system goals for Davidson County by the committee includes the following organized into 6 categories: community health, natural environment, education, economic development, safety and implementation objectives:

## **Goals and Objectives**

### **Community Health Goals**

- Increase opportunities for physical activity and
- Connect neighborhoods to encourage citizen interaction.

### **Natural Environment Goals**

- Achieve water quality improvements along implemented greenway segments;
- Provide walking opportunities with unique and beautiful vistas and
- Achieve clean air initiatives through a comprehensive greenway system.

### **Education Goals**

- Encourage private developers to donate easements for secondary greenway segments;
- Raise public awareness of greenway benefits and
- Engage, educate and seek support from property owners and County Commissioners about the benefits of greenways (e.g. health and property values).

### **Economic Development Goals**

- Use greenways as an economic development tool to attract business and recruit new employers.

### **Safety Goals**

- Create greenway design that provides security for users and adjacent property owners.

### **Implementation Objectives**

- Complete a greenway segment within 2 years of completing the plan, complete a second segment within 3 years;
- Identify and apply for grants to implement greenway segments;

- Create a tax-deductible greenway trust fund through the Tourism and Recreation Investment Partnership (TRIP);
- Complete the Abbots Creek and Yadkin River Greenway projects by 2011-2015;
- Connect Lexington and Thomasville via a continuous greenway by 2020;
- Connect to greenways (e.g. Carolina Thread Trail, Mountains to Sea Trail, Bi-Centennial Greenway, etc.) in surrounding counties (e.g. Randolph, Davie, Guilford, Forsyth, Rowan and Montgomery) and
- Partner with utilities to make connections via existing and expansion of rights-of-way.

**Davidson County Greenway Master Plan  
Public Workshop Comments  
February 28, 2008**

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A workshop for the Davidson County Greenway Master Plan was held on February 28<sup>th</sup>, 2008 and was attended by 73 citizens, staff from Davidson County, Municipalities, PTCOG, TRIP and the Winston Salem MPO. Attendees:

- |                           |                         |                        |
|---------------------------|-------------------------|------------------------|
| 1. Wayne Alley            | 25. Charley Young       | 51. Melissa Darr       |
| 2. Deborah Briggs         | 26. Billy Freeman       | 52. Patricia Darr      |
| 3. Karen Jones            | 27. Mara Lovejoy        | 53. Sean Bloom         |
| 4. James Jones            | 28. Jim Graham          | 54. Dennis Everhart    |
| 5. Edgar Miller           | 29. Milda Minter        | 55. Lynn Staley        |
| 6. Gaston Penry           | 30. Dwayne<br>Childress | 56. Kevin Firquin      |
| 7. Mrs. Penry             | 31. Jim Martin          | 57. Betty Pfeiler      |
| 8. Chris Allen            | 32. Lisa Margin         | 58. Howard Cox         |
| 9. Tammy Smiley           | 33. Jan Fritts          | 59. Sara Beck          |
| 10. Erik Salzwedel        | 34. Jack Waters         | 60. Tony Swicegood     |
| 11. Jason Walser          | 35. Roger Spach         | 61. Mrs Swicegood      |
| 12. Catherine<br>Hoffmann | 36. Lynda Charles       | 62. Ron<br>Quackenbush |
| 13. Jo Ellen<br>Edwards   | 37. Wayne Chares        | 63. Don Weaver         |
| 14. Willie Edwards        | 38. Kris Hickey         | 64. Tommy Gibson       |
| 15. Kevin Edwards         | 39. Bill Gilleland      | 65. Beverly Young      |
| 16. Kelly Dooley          | 40. Pam Willard         | 66. R. C. Leonard      |
| 17. Eddie Gillespie       | 41. Jimmy Bailey        | 67. Phil Brennan       |
| 18. Billy Joe Kepley      | 42. Nancy Hambly        | 68. Linda Brennan      |
| 19. Klynt Nifong          | 43. Greg Greene         | 69. Sue Wien           |
| 20. Gayle Nifong          | 44. Scott Hulin         | 70. Charles Crotts     |
| 21. Doug Owens            | 45. Robert Lopp         | 71. Gay Trotter        |
| 22. Alexis Scott<br>Krise | 46. Allan Sherman       | 72. Sam Watford        |
| 23. Sim DeLapp            | 47. Debbie Auman        | 73. Guy Cornman        |
| 24. Robbie Young          | 48. Barry Sink          | 74. Paul Kron          |
|                           | 49. Mark Smith          | 75. Jesse Day          |
|                           | 50. Roger Hand          |                        |

The meeting began with the PTCOG and Davidson County staff summarizing previous planning efforts related to tourism and greenway development in an effort to frame the discussion around building off of what planning work has already been completed. Following a brief presentation by Paul Kron, a workshop to hear issues and comments on the Davidson County Greenway system vision and goals was conducted. The information below was individually reported by citizens present at the meeting. Some issues were discussed as a group following the ideas workshop.

## **In the year 2025, Davidson County will have a greenway trail system that..**

### **Accessibility**

- Provides easy access to the entire public;
- Is easily accessible with ample and safe horse trailer parking and provides a variety of terrain and topography to suit various modes of transportation and skill levels;
- Provides access to all ages and classes;
- Balances natural beauty with good access (e.g. don't pave over the reason people are visiting);
- Ensures access for the elderly or disabled with paved trails
- Has hard and soft surfaces shared by hikers, joggers, bicyclists and equestrians; and
- Provides hiking, bicycling and riding trails in all regions of the county.

### **Regional Trail System Integration**

- Provides integral link within the state trail system and attracts visitors to Davidson County, but also enjoyed by our local citizens;
- Links Lexington, Thomasville and Boone's Cave Park;
- Connects to the Mountains-to-Sea trail and incorporates Finch Park, Boone's Cave, Lake Thom-A-Lex, City Lake as a hiking, bicycling and equestrian trail; and
- Connects with neighboring County's greenway systems and tie into the Mountains-to-Sea Trail.

### **Tourism & Quality of Life**

- Gives visitors and residents alike a place to recreate and enjoy better health and improve quality of life;
- Provides people a place for running, walking, hiking, bicycle riding, horseback riding and paddling. Restroom facilities, maps and mileage markers with historical plaques would be provided;
- Is an opportunity for business development (e.g. bed and breakfasts along the trail);
- Highlights recreational and tourism assets and links to historical points of interest;
- Seeks national and international marketing coverage;
- Provides an opportunity to get out and enjoy the simple parts of life;
- Tie trails into an events complex providing mutually supportive activities (e.g. bicycle and running events and horse events)
- Attracts mountain bike race series after construction of a single-track bike trail;

- Promoting the trail system as a valuable and positive asset to residents of the County;
- Has visitors that come from hundred's of miles to ride or walk the trail; and
- Provides tourism revenue to the County.

### **Connectivity and Trail Length**

- Utilizes existing city and county roads to provide connections;
- Connects residential and commercial areas easily;
- Connects residential areas to natural park areas with primitive, intimate trail;
- Connects all county parks and is used by hikers, bicyclists and horses;
- Connects people to each other, to schools, stores and churches;
- Runs hundreds of miles and is available for various types of recreation and trail uses including bicycling, walking, running and horseback riding;
- Connects the horse trails in the county to the landfill property with access to hikers and bicyclists;
- Includes trails for bicycling, hiking, horseback riding and paddling totaling nearly 50 miles; and
- Provides 3-4 key connecting segments of 6-8 miles each

### **Environment and Education**

- Be scenic and exciting to ride or run on;
- Provides an educational platform for ecological research;
- Complements nature, while providing well designed trails and places to picnic, but requiring little maintenance; and
- Expands Boone's cave park trails and provides access for Blueway water access along the Yadkin River.

### **Other**

- Construct trails quickly (2)
- More mileage soon

## **Key Davidson County Greenway System Goals for 2025 include:**

### **Design Features, Amenities and Stewardship**

#### Safety

- Enhances safety of users with well marked routes, maps and access points;
- Provides safety phones on trails;
- Addresses liability concerns of adjoining property owners due to trespassing, injuries and vandalism;
- Ensures compatibility with hunting areas;
- Has a security and rescue plan;

#### Maintenance

- Upkeep trails ensuring access;
- Protects rights of adjacent property owners;

#### Users

- Provides adequate parking for horse trailers and providing access for horses;
- Includes hiking, bicycling, canoeing and horseback riding;
- Ensures multi-use access to trail system; (2 comments) and

#### Other

- Provide restroom facilities where needed.

### **Education on the Benefits of Trails**

- Educate the public on the value of greenway trails and
- Promote the trail system as a valuable and positive asset to residents of the county (2 comments).

### **Tourism & Quality of Life**

- Provide a number of bed and breakfasts along the trail;
- Promote regional connections;
- Promote trail system to residents and potential visitors;
- More reasons to visit, stay and live in Davidson County;
- Trails need to have amenities and length so as to encourage full day or overnight excursions;
- Provide interesting day and weekend hiking trips; and
- Protects quality of life, while balancing landowner interests.

### **Facility Connectivity & Enhancement**

- Connects with already existing parks and recreational complexes;
- Models the trail patterns of Salem Lake, New River, Virginia Creeper, C & O Canal or Katie Trail from across the country;
- Connects people to natural areas and shopping;
- Connects to natural resources of the Uwharrie National Forest;
- Provides walking and bicycling trails around the Davidson County fairgrounds;
- Expands trails on each park individually instead of connecting them all, reducing conflicts with landowners – begin with Boone's Cave;
- Creates a large mountain bike park with a minimum of 20 miles of trails like Morrow Mountain or Owls Roost; and

- Provides walking, bicycling and horse trails connecting to a horse complex modeled after facilities in Arden, Williamston and Wacaamaw.

### **Funding and Implementation Strategy**

- Utilizes existing government properties and right of ways as much as possible;
- Provides more sales and property tax revenue for Davidson County;
- Develops local support and funding to obtain easements and obtain easements quickly;
- Acquire property efficiently; and
- Seeks public and private funds to finance the system, minimizing taxpayer expense.

### **Specific Trail Development Goals**

#### Yadkin River Trail

- Connects the Yadkin River Trail with Lake Thom-A-Lex;
- Connects the Yadkin River Trail with the Uwharrie National Forest and the Badin Recreation Area from Bringle Ferry Road South;
- Connects the Yadkin River corridor with the Lexington and Thomasville corridor;
- Builds Trail Along the Yadkin (3 comments);
- Provides paddling access locations on the Yadkin from US 64 Bridge to I-85;
- Builds Yadkin Blueway Trail as a pilot project (e.g. quick, cheap and easy);

#### Abbotts Creek

- Connects Lake Thom-A-Lex and Finch Park (3 comments);
- Uses land across Abbotts Creek from Finch park for trail development;

#### Boone's Cave

- Enhances Boone's Cave Trails (2 comments);
- Connects Boone's Cave north to HRL;
- Provides Blueway Trail Access at Boone's Cave;

#### Lake Thom-A-Lex

- Build Lake Thom-a-Lex trails (2 comments);
- Thom-A-Lex trail is a great pilot project;

#### Davidson County City Connections

- Connect Thomasville and Uptown Lexington;

#### Hamby Trail and Horse Complex

- Complete Hamby Trail and complex with ample parking for horse trailers (4 comments); and
- Hamby Creek trail is a great pilot project (2 comments).

# **Steering Committee Meeting Davidson County Greenway Master Plan November 19, 2008 – 4:00 to 5:00 PM**

## **NOTES**

### **Present**

**Members:** Rick Austin, Roger Spach, Scott Hulin, Tommy Gibson, Debbie Auman

**Staff:** Guy Cornman, Scott Leonard, Paul Kron, Jesse Day

**Press:** Seth Stratton

The meeting began at 4:05pm. After introductions, Jesse Day summarized the work completed since the public meeting in February of 2008. The work completed since February included:

- Field work and data collection on the two pilot projects along Abbotts Creek and the Yadkin River;
- Draft report and recommendations; and
- Initial landowner survey was conducted.

Paul Kron mentioned the Yadkin River blueway project will undergo an additional master planning project and a master plan for Boone's Cave Park will be completed in 2009. It was suggested that the High Rock Lake Paddlers Association included in the blueway master planning process.

The primary focus of the meeting was to present the plan for the Abbotts Creek pilot project and prioritize the first phase of this 5 mile corridor. Referencing the draft plan report and accompanying maps, the following ideas for first phases were presented:

- A) Trail leading from the Thom-A-Lex marina south around the east side of the lake to the Dam
- B) Trail at the old Lexington Landfill
- C )Trail leading north from Finch Park to the old Lexington Landfill
- D) Trail leading south from the Thom-A-Lex dam to the water plant along the publicly owned land

It was the consensus of the steering committee that D) be the 1<sup>st</sup> phase and C) be the 2<sup>nd</sup> phase for development, taking advantage of publicly owned land to showcase the benefits of greenway trails. Please refer to the draft report for the proposed alignment, infrastructure needs and other details.

Rick Austin emphasized the need to build and maintain a trail that can be showcased as a great example of trail development. A maintenance plan should be in place to deal with trash and security issues.

The Clean Water Management Trust Fund is the primary option for funding the development of this 1.25 mile trail. The grant needs to be submitted by Feb. 1, 2009. The implementation team will include: Debbie, Guy, and The Land Trust of Central North Carolina. This group and others on the committee will work with the public and private landowners to help implement phase 1 and 2 of the Abbotts Creek Greenway.

**The plan will be presented to the Davidson County Commissioners January 8<sup>th</sup>, 2009 at 8am at their information session.**

**Other Items Discussed:**

- **Future phases of the Abbotts Creek trail around Lake Thom-A-Lex should include fishing docks;**
- **EPA brownfield grants should be explored to develop the old Lexington landfill, but the applicant must not be the original owner.**
- **The Thom-A-Lex Lake commission should receive a presentation about this plan and pilot project.**

## A.2 Landowner Letter and Survey Card



### DAVIDSON COUNTY PLANNING DEPARTMENT

GOVERNMENTAL CENTER  
913 GREENSBORO STREET  
POST OFFICE BOX 1067  
LEXINGTON, NORTH CAROLINA 27293-1067

GUY L. CORNMAN, III  
PLANNING DIRECTOR

TOLL FREE NUMBERS:  
LEXINGTON 336-242-2220  
THOMASVILLE 336-472-8016  
WINSTON SALEM 336-723-7890 EXT. 2220  
DENTON 336-859-2194 EXT. 2220

July 28, 2008

Landowner  
Address  
City, State, Zip

Dear (Landowner):

Recreation is increasingly becoming a part of the fabric of our daily lives. Our residents are walking, biking, canoeing as ways to become healthier and to enjoy the scenic beauty Davidson County has to offer. Because of this interest, the Piedmont Triad Council of Governments (PTCOG) is working with Davidson County to implement certain recommendations contained in the 2005 Parks and Recreation and Tourism Development Master Plan. During this planning process, the public identified primary and secondary greenway corridors for development. The Abbotts Creek stream corridor from Lake Thom-a-Lex to Finch Park was prioritized as a greenway pilot project in a December 2006 workshop hosted by the Tourism Recreation Investment Partnership (TRIP). In late February 2008 when TRIP and Davidson County hosted a follow-up meeting facilitated by PTCOG, approximately 50 residents discussed visions and issues of greenway and blueway development in Davidson County.

A portion of your property has been identified as a potential part of the Abbotts Creek Greenway pilot project. The enclosed map shows the primary proposed alignment of the trail. We would like to gather your input on this pilot project plan. We have enclosed a brief survey regarding your interest in the pilot project. Please let us know your comments and how we may contact you. If you prefer, you may call or e-mail the Piedmont Triad Council of Governments at 336-294-4950 of [jday@ptcog.org](mailto:jday@ptcog.org) or Davidson County Planning at 336-242-2220 or [guy.cornman@davidsoncountync.gov](mailto:guy.cornman@davidsoncountync.gov). By participating in this process, you are not committing to anything, but your input is welcomed and encouraged.

We look forward to speaking with you about your potential role in the creation of a truly unique trail that will connect Lexington with Lake Thom-A-Lex.

Sincerely,

Paul M. Kron,  
Regional Planning Director  
Piedmont Triad Council of Governments

Guy L. Cornman, III  
Planning Director  
Davidson County

**Abbotts Creek Greenway Pilot Project Landowner Survey**

1. Were you familiar with the Davidson County greenway planning effort before this mailing?

\_\_\_Yes \_\_\_No

2. Are you in support of the Abbotts Creek pilot greenway project?

\_\_\_Yes \_\_\_No \_\_\_Maybe \_\_\_Need more information

3. Would you like to meet with staff to discuss the pilot project?

\_\_\_Yes \_\_\_No

4. Would you prefer a phone call or a one-on-one meeting?

\_\_\_Meeting \_\_\_Phone Call

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Contact Phone Numbers (please indicate the best time to call):

Day: \_\_\_\_\_ Best Time: \_\_\_\_\_ am/pm

Evening: \_\_\_\_\_ Best Time: \_\_\_\_\_ am/pm

E-mail Preferred: \_\_\_\_\_

## A.3 References

Guide for the Development of Bicycle Facilities, American Association of State Highway and Transportation Officials (AASHTO), 1999  
<http://bookstore.transportation.org>

AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities 2004  
<http://bookstore.transportation.org>

Americans with Disabilities - Department of Justice  
<http://www.ada.gov/srchfoia.htm>

Designing Sidewalks and Trails for Access  
<http://www.fhwa.dot.gov/environment/sidewalk2/pdf.htm>

Manual of Uniform Traffic Control Devices, FHWA, 2003  
<http://mutcd.fhwa.dot.gov/>

North Carolina Department Division of Bicycle and Pedestrian Transportation – Helpful Links  
[http://www.ncdot.org/transit/bicycle/safety/safety\\_links.html](http://www.ncdot.org/transit/bicycle/safety/safety_links.html)

North Carolina Department Division of Bicycle and Pedestrian Transportation – Shared-use Pathway Design Manual  
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