
CAROLINA THREAD TRAIL
MASTER PLAN
FOR ANSON COUNTY
COMMUNITIES



**CAROLINA
THREAD
TRAIL**

*Weaving
Communities
Together*

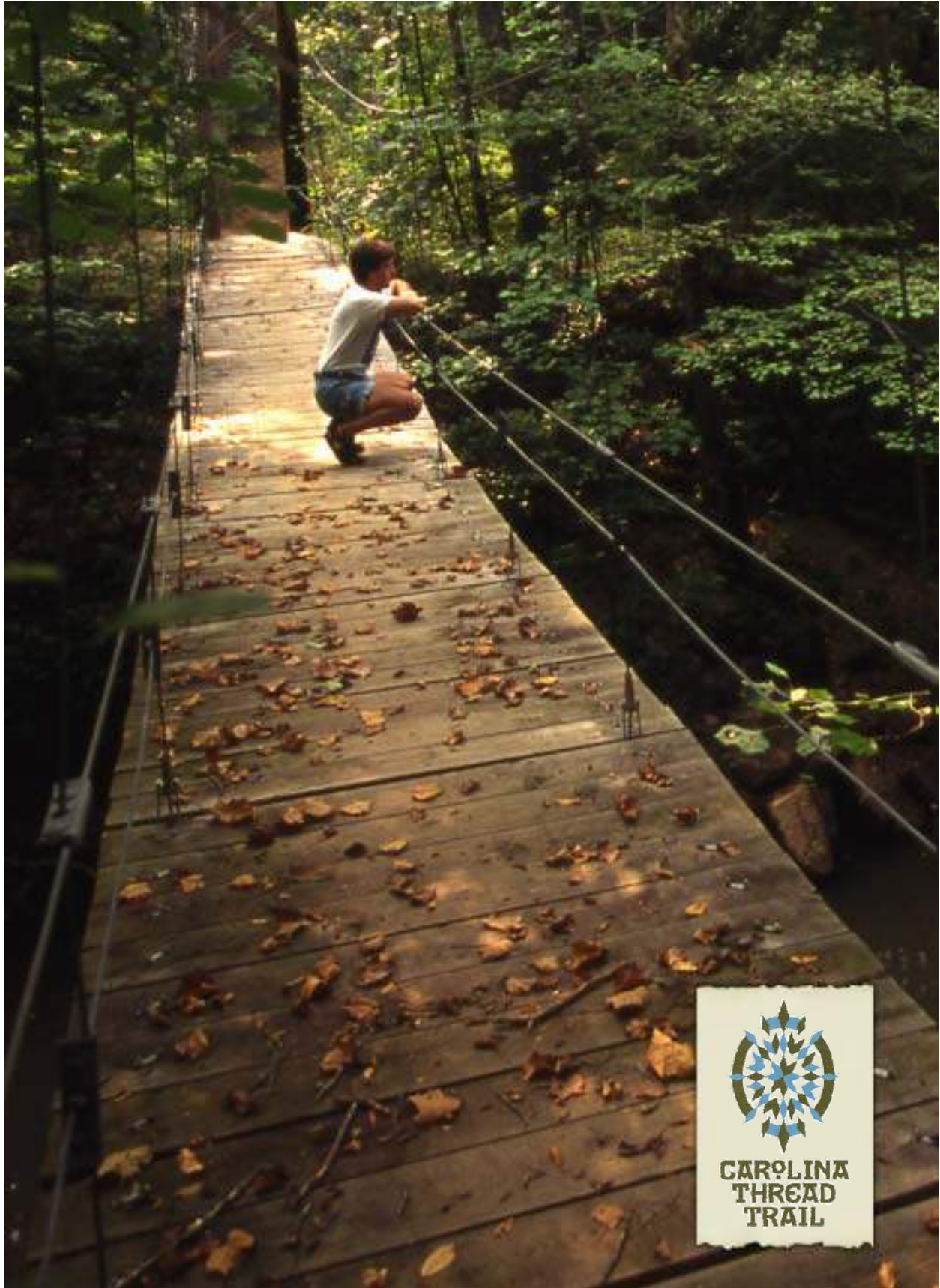




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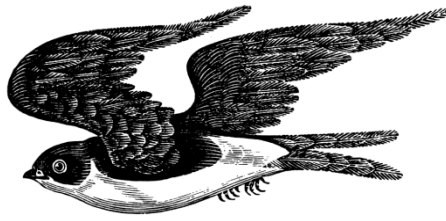
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EXECUTIVE SUMMARY

This Master Plan document represents the sum of all visioning, planning, and community involvement efforts by County staff, advocates, and stakeholders in bringing the Carolina Thread Trail to Anson County. The Anson County Carolina Thread Trail Master Plan documents the nearly year-long process of determining what resources are available in the County, in what ways the local community wants to integrate “The Thread”, and how best to implement trail development in the County.

To properly execute a master planning process which will be representative of the community’s vision, a Steering Committee was formed comprised of County and regional staff, local and regional stakeholders, and community advocates. From the beginning of the master planning process, the Steering Committee was focused on truly attainable goals. Blueway opportunities were recognized very early on as a pressing community desire, if not a need. The planning process would lead the Steering Committee to carefully evaluate all trail opportunities available to the County, rely on community knowledge and expertise to inform decisions, consider the community and political implications of pursuing various trail strategies, and identify the best ways to build upon existing community assets.

The 55.8-mile Anson County Blueway emerged as the most appropriate trail facility for the County. The primary product of the Anson County Carolina Thread Trail Master Plan is a blueway plan which identifies existing River access opportunities and recommends additional access sites which can fold into the community and local geography in the most appropriate manner.

The Anson County Blueway will build upon enthusiasm for the Rocky and Pee Dee rivers – arguably, the County’s greatest assets. The Blueway will allow the County’s residents to realize the potential health, economic, and cultural benefits which so many other communities long for.

With the master planning process complete, the following steps will bring the vision to reality.

ADOPT THE PLAN

Anson County should adopt this plan and use it as the resource and reference it is intended to be. Blueways carry with them guidelines and procedures which are different from those commonly associated with land trails. In addition to adoption at the County level, partnerships and local agreements will be essential to the immediate and sustained success of the Blueway. While this plan is intended to be a stand-alone resource, County officials should consider this document when embarking on future planning and zoning efforts.

BUILD PUBLIC SUPPORT

Advocacy and marketing are the keys to many successful trails of all types. Effective advocacy begins at the outset of major community planning efforts and continues throughout the life of the trail. This can be more critical for blueways in that they are major assets which can enhance the identity of a community and affect everything from the local economy to the future of development in the County.

This plan recommends advocacy activities by multiple local partners and through multiple

mediums. Anson County's Parks & Recreation Department will have the opportunity to lead the way in this effort, and opportunities for local advocacy and volunteer groups will be abundant.

DEVELOP PRIORITY ACCESS SITES

Access sites which offer the public access to the waterways are the backbone of the Blueway. Sites can be planned for the Blueway at varying levels of development, and with varying types of amenities. The North Carolina Department of Environment and Natural Resources has standards for development and spacing of access sites. With the ever-present need to use financial resources efficiently, it is important to prioritize access site development. This plan offers recommended prioritization for Anson County's access sites.

IDENTIFY FUNDING SOURCES

Appropriate funding will provide the means to accomplish the objectives laid out in this plan. A combination of federal, state, and private funding sources can provide the necessary financing to establish the blueway access that is needed. Considering the best strategy for leveraging funds will ensure an efficient development process and a truly valuable amenity for the County.

IDENTIFY LAND ACQUISITION STRATEGY

There are multiple paths to acquiring land. In the case of the Blueway, acquiring land will likely be the more challenging aspect of development. Whether employing land purchases or conservation easements or other options, efficient land acquisition will be essential.

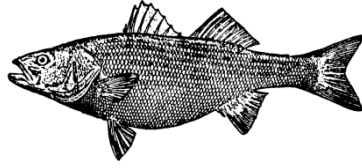
DESIGN AND CONSTRUCT ACCESS SITES

The final step in the blueway process will be to design sites according to utility and established blueway standards, and construct them. This task can be challenging, but with continued community input it will be the final step in bringing a county-wide vision to reality.

CONCLUSION

Anson County has access to a resource that almost all within its borders, and many from outside, have recognized for quite some time. Armed with a strategy for making the River available to more of the public, the County now has a firm grasp on its economic and cultural future.





CHAPTER 1. INTRODUCTION

PURPOSE

Through their regional involvement with the Carolina Thread Trail planning effort, Anson County leaders saw an opportunity in 2011 to impact the course of trail and blueway planning in the County for years to come. The Anson County Steering Committee recognized that a county-wide Carolina Thread Trail Master Plan, focused on the Rocky and Pee Dee rivers and abundant natural resources, would be an excellent planning resource. It would also be an opportunity to spur interest and excitement for residents, and give the community a stake in the future of land and water-based trail development.

The Anson County Carolina Thread Trail Master Plan is the culmination of more than 10 months of Steering Committee, staff, and public input on the direction of blueway and trail planning in Anson County. The Steering Committee began the process in July 2011 with a clear purpose in mind which would be unique in the Carolina Thread Trail network of communities.

The recurring themes of this master planning process, which emerged through Steering Committee discussion and debate, were to:

- Focus on providing access to the River for paddling and vista
- Approach with a “70-90%” focus on Blueway
- Respect property rights
- Prioritize preparation of an *adoptable* plan

The Steering Committee maintained a commitment to these themes in all decision making and followed the planning process to its conclusion.

CAROLINA THREAD TRAIL

The Carolina Thread Trail is a regional network of trails which will connect 15 counties in both North and South Carolina. “The Thread” will ultimately weave together places and people in a way that enhances cultural, recreational, civic, transportation, and educational opportunities for each community it touches.

The Thread began conceptually in 2005 in response to the environmental needs and concerns raised by more than 40 regional organizations. A vision rooted in preserving natural corridors and connecting people to nature took hold, and the Carolina Thread trail was launched in 2007.

The Thread is focused on establishing connectivity by linking regionally significant trails and attractions. The vision of connectivity is grounded in certain guiding principles and core values: Collaboration, Community Self-Determination, Connectivity, Inclusivity, Leverage, and Respect for the Land and Respect for the Landowners.

COLLABORATION AND SELF DETERMINATION

Collaboration and communication among the Anson County Communities is almost as important as connectivity. The Master Plan aims to encourage a collaborative process by which greenways are conceived and designed in cooperation with adjoining communities in such a way that a regional asset is created out of a series of interrelated local decisions and actions.

CONNECTIVITY AND INCLUSIVITY

Creating connections between communities and historical, cultural and recreational attractions is important. The Carolina Thread Trail seeks to create a region known for its “ribbons of green” connecting

people to each other and to their heritage. In offering the vision of greater community interaction, the program seeks to build bonds among diverse neighborhoods, as well as afford all residents greater access to our natural surroundings. Through this Master Plan, these goals are established.

LEVERAGE

The Plan's success depends upon generating additional investment of outside capital in our region's natural resources. Funding sources of the local, state and federal level are included in Chapter 6.

RESPECT FOR THE LAND AND LANDOWNERS

Through an inclusive, collaborative process, each county the communities within that county decide where their local trail systems will connect and become part of The Thread. However, not all local trails and greenways will become part of the Carolina Thread Trail. Analogous to our highway systems, The Thread will develop as a "green interstate" focused on linking local trails and regionally significant attractions.

Other trails will continue to exist or be planned but may not receive the Carolina Thread Trail designation. Local trails will retain their own identities, whether or not they are designated as part of The Thread. The look and feel of the Carolina Thread Trail may vary from community to community and county to county. Designation as the

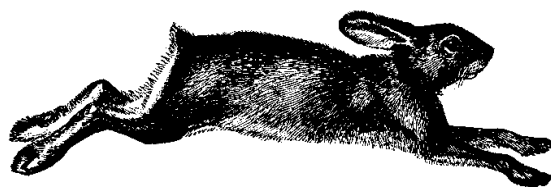
Carolina Thread Trail will signify that a particular trail is part of a plan to create an interconnected system, a plan created by local communities working together with their neighbors to identify connection points and to build trails that will grow together over time.

BLUEWAY

"Blueway" is quite simply another term for paddle trail, which is a water-based trail capable of accommodating boating, swimming, and other means of navigating the associated waterway. Paddle trails have enjoyed popularity in the United States for many years. The concept of Blueways grew from the recognition that water-based trails are as utilitarian and beneficial to the health and vibrancy of a region as greenways, or land-based trails, are for local areas.

After preliminary efforts in 2005³, the North Carolina Department of Environment and Natural Resources (NCDENR) State Trails Program initiated a program to allow regional paddle trails in North Carolina communities and regions to apply for State designation as blueways. This designation carries with it an expectation of safety, security, and appropriate amenities, based on well-defined standards and reinforced by community oversight. Blueway designation also includes eligibility for available state funding.





CHAPTER 2. BENEFITS OF BLUEWAYS

HEALTH

The health benefits of physical activity have been the subject of a nation-wide conversation for many years. It is important to understand that physical inactivity carries a significant health burden for communities. Research indicates that inactivity, closely linked to heart disease, diabetes, vascular disease, and some forms of cancer, played a role in 58% of deaths in the United States in 2005.¹ With increases in chronic diseases and health concerns related to inactivity, fostering opportunities for physical activity has become paramount for many communities.

Blueways, similarly to greenways, provide opportunities for physical activity. Rowing, paddling, swimming, and other aquatic activities are often attractive options for community residents and visitors. Whether patrons are interested in active transportation or purely recreational activity, blueways provide multiple outlets for vigorous or passive exercise.

ECONOMIC

The most identifiable economic benefits of blueways are often bundled under the umbrella of tourism. These benefits include: increased local spending in areas around the blueway, increased dollars brought in by visitors from outside of the community, and increased entrepreneurial pursuits such as outfitters, river guides, and lodging.

Another aspect of economic benefit involves communities realizing the return on a very efficient investment in infrastructure, or “bang for the buck”. Unlike greenways, sidewalks, and other infrastructure programmed for transportation or

recreation, waterways do not require construction. Rivers, creeks, and streams already exist, and in many cases are void of ‘ownership’ in the traditional sense. Small investments at strategically located access sites along a river, for example, can lead to transportation, health, and cultural benefits along the full length of the river.

Financial investments in blueways are focused on construction or improvements at access sites, commonly referred to as ‘put-ins’ and ‘take-outs’. Often, communities with large waterway features already utilize access sites which may simply need increased amenities in order to establish a true blueway. In either case, the initial investment in a blueway can be relatively small, while the impact on the local economy from increased tourism dollars can be substantial. Providing access to a major amenity like a river can also create the type of community that attracts new residents, businesses, and industries.

ENVIRONMENTAL

One of the most tangible benefits of blueways to a community is the increased stewardship of the waterway. The planning community often references the phenomenon known as “eyes on the street” when referring to the safety benefits of increased human activity in an area. The same principle applies to blueways in that increased patronage of a blueway, particularly by locals, often increases the sense of ‘ownership’ of the waterway. This environmental stewardship can mean greater care for wildlife, plant life, natural systems, and general cleanliness in the immediate area and beyond.

CULTURAL

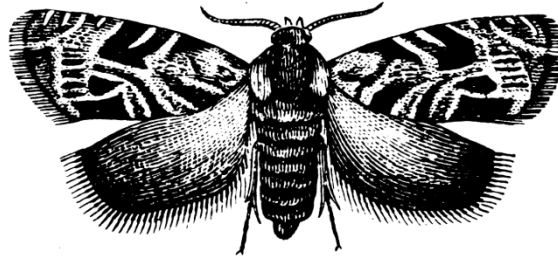
Blueways provide excellent opportunities for social interaction and development. In many communities they are also the most readily available gathering place for residents. The natural areas found along a blueway and at access sites provide for the types of social interactions that add to the cultural experience of a community.

In the same way that blueways are meeting places for people, they are also meeting places for municipalities and governments. Major waterways on which blueways are centered often separate neighborhoods, towns, counties, and even states. Establishing and maintaining blueways often requires a level of inter-governmental cooperation and partnership that fosters strong working relationships.

TRANSPORTATION

Blueway travel is one of the most inclusive forms of transportation available. Unlike transportation by private automobiles, waterway travel is available to commuters of all ages, skill levels, and disability types. Transportation on blueways also eliminates many of the financial barriers commonly associated with other forms of transportation such as, fuel costs, insurance costs, vehicle maintenance, fares, or user fees.

As a form of recreational travel, paddling is also significantly safer than driving or even commuter cycling on roads designed primarily for automobile traffic.



CHAPTER 3. EXISTING CONDITIONS

GEOGRAPHY

Anson County is comprised of 536.9 square miles (343,608.4 acres) of North Carolina's southern Piedmont region. Originally a part of the State's (then expansive) Bladen County, Anson was established in 1750. Anson County is a part of the Yadkin - Pee Dee River Basin, and is a member county of the six-county Charlotte-Gastonia-Concord Metropolitan Statistical Area (Charlotte MSA).

The County's terrain varies from rolling hills with large expanses of farmland, to low-lying wetland

areas, to areas of sharply varying topography with large rock outcroppings. The scenic Rocky and Pee Dee rivers, on the northern and eastern edges respectively, form the current boundary between Anson and Stanly County to the north, and Richmond County to the east. Union County borders Anson on the western edge, and Chesterfield County in South Carolina lies along the southern border.

Anson County is home to seven (7) incorporated towns including Ansonville, Lilesville, McFarlan, Morven, Peachland, Polkton and Wadesboro, the county seat.



POPULATION

Anson County's population grew by a very modest 6.6% between 2000 and 2010. For comparison, the population of neighboring Union County grew 62.8% over the same time period, while the state population grew more than 18%. At the time of this writing, the North Carolina Department of Commerce projects that the County's 2016 population will reach only 27,008.²

The County is home to a population which is slightly older than that of the region. The 2010 percentage of residents aged 65 and older is higher for Anson County than for the region and state (14.3% versus

12.0% and 10.1% respectively) while the percentage of children under 18 is slightly lower than that of the region and state (22.1% versus 25.9% and 23.9% respectively).

Another interesting metric which adds to the story of the County population is the disproportionate amount of poverty when compared with the region. 2010 Census figures show 20.6% of the population living below poverty level, compared with 7.8% for neighboring Union County and 13.2% for the Charlotte MSA.

See Table 3.1 for a comparison of Anson County, regional, and state demographic information.

Table 3.1 Anson County Demographic Information & Comparison

Demographics	Anson County 2000	Anson County 2010	Union County 2000	Union County 2010	North Carolina 2000	North Carolina 2010	Charlotte MSA 2010
Population							
Total Population	25,275	26,948	123,677	201,292	8,049,313	9,535,483	1,758,038
Ages Under 18	25.2%	22.1%	28.1%	30.2%	24.4%	23.9%	25.9%
Ages 18-65	60.4%	63.6%	62.9%	60.1%	63.6%	63.2%	64.0%
Ages 65 & Over	14.4%	14.3%	9.0%	9.7%	12.0%	12.9%	10.1%
Hispanic/Latino	0.8%	3.0%	6.2%	10.0%	4.7%	8.4%	9.8%
Non-Hispanic/Latino	99.2%	97.0%	93.8%	90.0%	95.3%	91.6%	90.2%
Male	49.1%	52.0%	49.9%	49.4%	49.0%	48.7%	48.6%
Female	50.9%	48.0%	50.1%	50.6%	51.0%	51.3%	51.4%
Individuals Living Below Poverty Level	15.5%	20.6%	8.1%	7.8%	9.0%	16.2%	13.2%
Households							
Average Household Size	2.59	2.51	2.81	2.94	2.49	2.48	2.58
% Households with Children Under 18	37.4%	32.2%	43.0%	45.5%	35.3%	33.3%	36.6%

U.S. Census Bureau: <http://factfinder2.census.gov>

ECONOMY

Anson County's economy has historically been based in farming and textiles. With the textile industry has struggled due to national trends over the past decade and beyond, the County has begun to look ahead to fostering and attracting new industries to the area. 2010 data indicates that 39% of the County's overall employment is based in the service industry with manufacturing being the second largest employment sector at 21.6%. Tourism is another major contributor to the Anson County economy, likely accounting for a significant portion of the service industry employment.

As a member of the Charlotte Regional Partnership (a regional economic development partnership), Anson County and its economic development leaders have targeted several industries to lead the community forward.⁴ These include:

- automotive
- motorsports
- medical equipment manufacturing
- pharmaceutical manufacturing,
- financial and insurance services
- plastics

The County's current major employers include: *Hornwood, Inc.* (textiles), *Wade Manufacturing* (fabric, cotton), *Coffing Hoists* (machinery), *Triangle Brick* (brick manufacturing), *CMH Flooring Products, Inc.* (flooring product distributor), *Valley Proteins* (meat processing), *Cuddy Farms Poultry* (poultry processing), *Premiere Fibers* (synthetic fibers), and *Bonsal* (mining).

According to the Anson County Chamber of Commerce, 9,687 County residents comprised the County's 2011 labor force while the county-wide unemployment rate was 12.3%; notably higher than the unemployment rates in Union and Mecklenburg counties, which were 8.4% and 10% respectively (source: U.S. Census). The 2011 median household income in the County was \$33,704.

TOURISM

Tourism is, and will continue to be, a major asset for Anson County. In addition to the scenic river-based

destinations such as Blewett Falls Lake, Anson County is home to the Pee Dee National Wildlife Refuge, which regularly offers fishing and bird watching activities.

County residents also capitalize on the rural character and vast farmland by offering several agritourism opportunities on private farms and orchards. Similarly, the County receives many regional visitors each year in search of hunting opportunities on one of the County's several private hunting and fishing preserves.

As a regional stakeholder, Anson County capitalizes on its relative proximity to major recreational destinations including Lake Tillery in Stanly County, Morrow Mountain in Albemarle, the Uwharrie National Forest in Montgomery County, and Rockingham Raceway in neighboring Richmond County.

DEVELOPMENT TRENDS

Anson County's western border is approximately 40 miles (on-road) east of Charlotte's city center, and shares its western border with the rapidly growing Union County. Because of its rural character and limited number of employment hubs within its borders, development in Anson County has been out-paced by development in neighboring counties. Due to the rapid growth of the region as a whole, and its relative proximity to the civic and employment centers of Mecklenburg County, Anson County may soon face some residential development pressure, primarily in the western portions of the county. Transportation improvements, including the planned Monroe Bypass, will serve to expedite this development.

EXISTING BLUEWAY RESOURCES

A significant part of the original impetus to focus on a Blueway plan for Anson County was the reality that county residents are already acting on a strong desire for recreational activities at the River. These activities include boating, canoeing, fishing, swimming, and others.

In addition to untold numbers of private access locations and worn "goat paths" (desire lines)

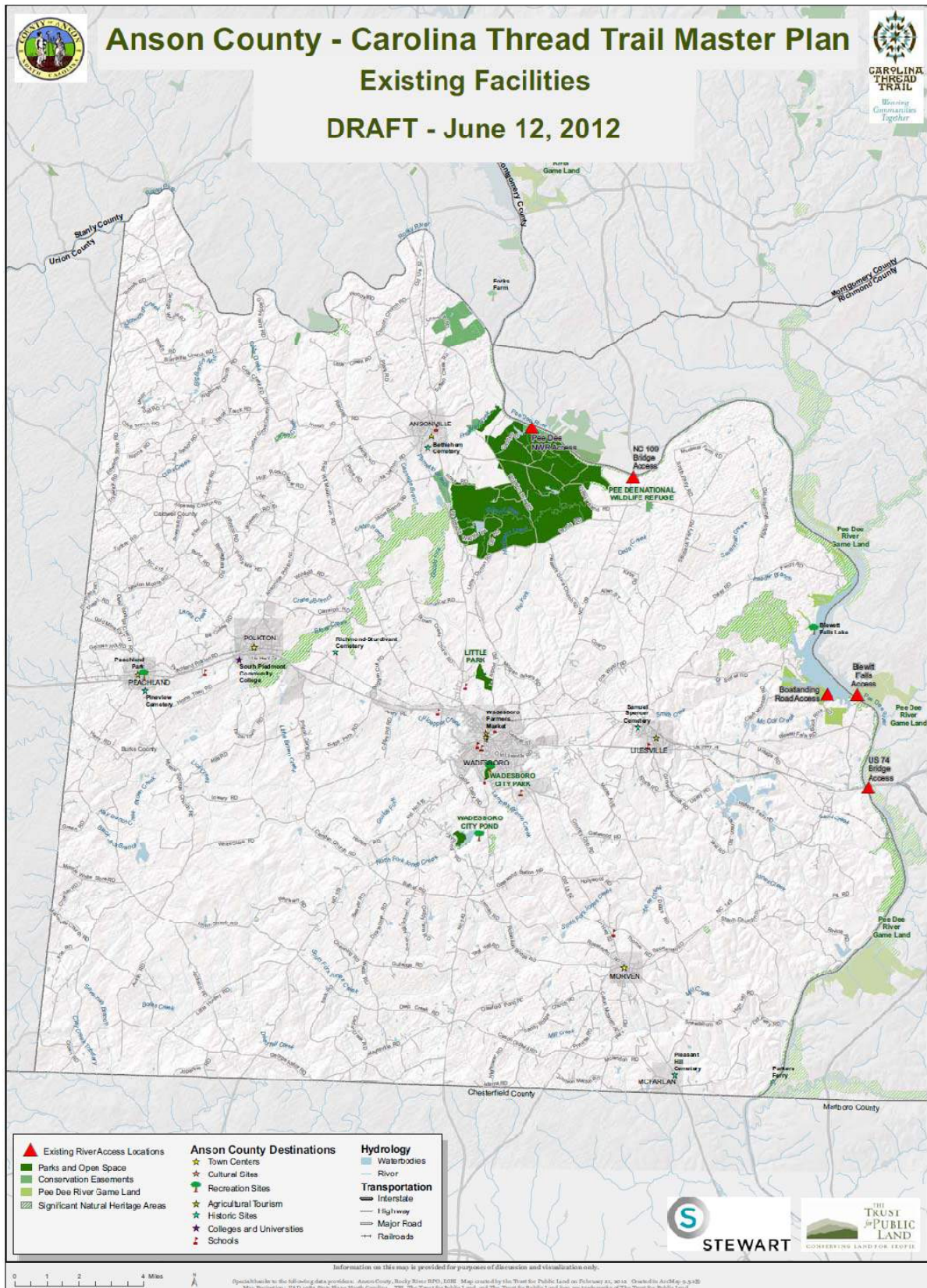
leading to rivers and creeks, there are five (5) significant, existing River access sites which have been identified in the County. These valuable put-ins and take-outs include:

- Blewitt Falls Access (access site physically located in Richmond County)
- Boatlanding Road Access
- NC 109 Bridge Access

- Pee Dee NWR Access
- US 74 Bridge Access

Map 3.1 illustrates the locations of existing facilities which will contribute to the Blueway.

Map 3.1 Existing Facilities



REVIEW OF COMMUNITY PLANS

ANSON COUNTY COMPREHENSIVE TRANSPORTATION PLAN 2010

The County's Comprehensive Transportation Plan (CTP) was prepared by the Rocky River Rural Planning Organization (RPO) in 2010. The CTP addresses highway and road improvements, bicycle routes, and existing and recommended pedestrian facilities primarily in municipal town center locations. There are no recommendations for blueway or waterway transportation.

ANSON COUNTY COMMUNITY HEALTH ASSESSMENT 2004

The 2004 county health assessment indicated that several health concerns commonly associated with lack of physical activity were (at the time of assessment) affecting residents. Reported rates of heart disease and diabetes in the county were higher than respective rates for North Carolina. Community residents (93% of survey respondents) also identified "Lack of physical activity" as a major problem related to unhealthy behaviors.

ANSON COUNTY COMMUNITY HEALTH ASSESSMENT 2009

The most recent county health assessment identified high rates of heart disease and diabetes. The associated community survey revealed that the top social health concern for county residents was "Lack of recreation".

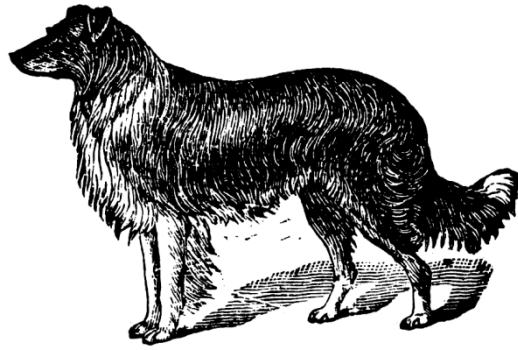
ANSON COUNTY ECONOMIC DEVELOPMENT ACTION PLAN

The County's Economic Development Action Plan focuses primarily on traditional workforce-, policy-, and infrastructure-related strategies for economic development. No recommendations are made relating to recreation as an economic development strategy. The plan does note the Tourism Development Authority's "focus on outdoor recreation" in marketing Anson County.

DESTINATIONS

Destinations are typically the backbone of Carolina Thread Trail master plans. They often include locations of civic, recreational, and utilitarian importance on a county or regional scale. The Anson County Master Plan is different in that the destinations of greatest importance to residents are either water-based or located in close proximity to County rivers and streams. The following locations were identified as important to the success of the blueway:

- Pee Dee National Wildlife Refuge
- Blewett Falls Lake
- Old Sneedsboro Ferry Crossing (Historic)
- Pee Dee River
- Rocky River
- Jones Creek
- Richardson Creek



CHAPTER 4. STAKEHOLDER AND PUBLIC OUTREACH

ANSON COUNTY CAROLINA THREAD TRAIL MASTER PLAN STEERING COMMITTEE

Preparation of a thorough and truly implementable Master Plan for Anson County hinged on the involvement of key members of the Anson County community. The Anson County Carolina Thread Trail Steering Committee was formed very early on to provide local knowledge, institutional memory, and direction to the master planning process.

These twelve (12) Steering Committee members – representatives from various civic groups, regional planning and regulatory offices, planning and parks staff, and private citizens – were also charged with expanding the reach of public involvement activities by reaching out to personal and professional contacts within the community. The committee participated actively in all public involvement activities and interactions. These activities included two rounds of public meetings and open houses, as well as paper and digital surveys, and informative materials.

The master planning process began with a Steering Committee Kick-Off Meeting in October 2011. During this meeting, the Committee identified and discussed the following issues and considerations specific to trail planning in Anson County:

Major Trail Issues

- Access to River – for paddling and vista
- Property Rights – access to River
- Interest in Using CTT grants for property acquisition
- Long-Term Easements may be more palatable
- Mix of access amenities (at River)

Property Owner Issues

- Trespassing
- Owners need added rights, liability protections
- N.C. Statute 134A – Lower Standard of Care
- CTT purchase of property for reduced owner “exposure”

Existing Opportunities & Resources

- Destinations
- Driving Tours
- Chamber Bike Map

- Uwharrie Bike Trail – Multi-county bike map
- Trails – Focus on blueway

Blueway Opportunities & Challenges

- Overnight Camping – Market opportunities for camping
- Debris – Not a problem for paddlers; Maintenance is an issue
- Coordination with Progress Energy/Duke Energy
- Marketing of Blueway

Blueway Alone or Blueway with Trails?

- Must prepare an adoptable plan
- Need to do analysis now while funding is available
- Look at all options first
- 70-90% focus on Blueway
- Be prepared for future funding
- Rails-to-Trails – Wadesboro to Cheraw – failed initiative
- Poaching, stealing, cutting trees
- Five bridges to replace
- Would love to see both, but want to see successful plan
- Present case studies of land owner successes, successful easements
- Blueway – a good “low hanging fruit” opportunity

INITIAL PUBLIC MEETINGS

The initial round of public meetings was conducted in January 2012 with the intent of gauging Anson County citizens’ desire for greenway and blueway trails, preferred trail types, possible destinations and corridors, and concerns regarding trail development. These meetings were publicized county-wide and held at locations recommended by the Steering Committee for the potential of both strong attendance and participation by a cross section of County residents.

Initial public meetings were held in January 2012 at:

- South Piedmont Community College, Polkton – January 17th, 2012; 2 Attendees
- HOLLA! Room, Morven – January 19th, 2012; 5 Attendees
- Lilesville United Methodist Church, Lilesville – January 24th, 2012; 4 Attendees
- Ansonville Fire Department, Ansonville – January 26th, 2012; 5 Attendees

In addition to the above advertised public meetings, the consultant made a presentation to more than 50 attendees at the monthly Wadesboro Rotary Club meeting at Welika Lake Fish Camp, outside of Lilesville, on January 19th.

Based on comments and discussions at the public meetings, the consultant and Steering Committee made several general observations:

- Very low turnout for public meetings
- No significant interest in county-wide trails
- Multiple comments suggesting that trails are not appropriate for the whole County; Acceptable only on public land
- Several good suggestions regarding blueways and bicycling



January 19th Meeting in Morven



January 19th Presentation to Rotary Club

PUBLIC SURVEY

The public survey, designed for the initial round of public meetings, was provided in paper format to all meeting attendees, and made available *on-line*. A link to the on-line survey was included on the paper survey, on meeting flyers, publicized in the newspaper, and distributed on a dedicated "mini-flyer".


In total, there were 42 respondents to the survey, including 37 paper surveys and 5 on-line surveys. It is important to note that 30 of the paper surveys were returned by respondents at the Wadesboro Rotary Club meeting.

Surveys from the public meetings indicated no latent demand for greenway or trail corridors. There was,


however, a persistent recognition of the rivers and streams as being enjoyable resources. With regard to land-based trails, most comments suggested that property rights would be a major concern, and that most large property owners would be unwilling to consider trails or easements.

On balance, surveys from the Rotary Club indicated a positive view of county-wide trail corridors, although still did not indicate strong personal desires to *use* trail facilities.

See Appendix II for public involvement summary and all public involvement materials.



Community Survey
Anson County Carolina Thread Trail Master Plan
 January 2012



The Carolina Thread Trail, or "The Thread", is a ultimately link 15 counties in North and South Carolina. **greenways** which are typically 10 foot wide trails and **blueways** which are sections of rivers and creeks with public access.

At this time, **nothing** has been decided for Anson County. This is the *planning stage* and your input will go a long way in determining "The Thread" in your community!

For the CTT in Anson County, which types of trails would you like to see? (Rank **High**, **Medium**, **Low**):

<input type="checkbox"/> Walkers/Hikers	<input type="checkbox"/> Cyclists
<input type="checkbox"/> Equestrians	<input type="checkbox"/> None

The CTT in Anson County could be similar to an existing trail in other counties. Which of the most important Towns and Cities to connect? (Rank **High**, **Medium**, **Low**):

<input type="checkbox"/> Ansonville	<input type="checkbox"/> Wadesboro
<input type="checkbox"/> Peachland	<input type="checkbox"/> Morven
<input type="checkbox"/> Polkton	<input type="checkbox"/> McFarlan


How will you use the trail? (Rank your top three activities **High**, **Medium**, **Low**):

<input type="checkbox"/> Walking / Hiking	<input type="checkbox"/> Horseback Riding
<input type="checkbox"/> Running	<input type="checkbox"/> Rollerblading
<input type="checkbox"/> Cycling	<input type="checkbox"/> Family Time
<input type="checkbox"/> Commute to Work	<input type="checkbox"/> Reduce Carbon Footprint
<input type="checkbox"/> Trips to Other Counties	<input type="checkbox"/> Other: _____


How often will you use trails for your **top three** activities?

#1 Most Likely Activity	<input type="checkbox"/> Daily
#2 Most Likely Activity	<input type="checkbox"/> Daily
#3 Most Likely Activity	<input type="checkbox"/> Daily

This survey is available on-line at www.southcarolinathreadtrail.com



Rocky River



Pee Dee River

The Pee Dee and Rocky Rivers present a unique blueway opportunity (canoeing, kayaking, etc.) for Anson County. Where would you like to see put-ins and take-outs along the River?

Access Locations:

What amenities would you like to see at River access locations?

Amenities:

<input type="checkbox"/> Parking	<input type="checkbox"/> Picnic Areas	<input type="checkbox"/> Motorized Boat Launch
<input type="checkbox"/> Drinking Water	<input type="checkbox"/> Toilets	<input type="checkbox"/> Hiking Trail Connections
<input type="checkbox"/> Camp Sites	<input type="checkbox"/> Canoe Launch	

Others: _____

SECOND ROUND OPEN HOUSES

The second round of public involvement activities were conducted in late April of 2012. The purpose of these activities was to take the proposed Carolina Thread Trail corridor – at this time, a blueway, or paddle trail route, along Richardson Creek and the Rocky and Pee Dee rivers – to the public for their feedback and comments. The Anson County Steering Committee suggested that going to “where people are” would be the best strategy for involving as much of the general public as possible and maximizing participation.

This ‘take the plan to the people’ strategy materialized in the form of a series of Open House Booths at various locations in the County. The Open House Booth schedule included:

- Wadesboro Walmart, Wednesday April 25th
- Anson County Government Center, Thursday April 26th
- Anson County Spring Soccer Opening Games, Tuesday May 1st

In addition to these Open House Booths, the consultant hosted an Informational Booth at the Wadesboro Rotary Club meeting on the morning of April 26th.



Wadesboro Walmart

Feedback on the Blueway corridor from visitors at the booths was very positive and supportive. Anson County residents expressed a great deal of interest in the blueway concept. They also expressed approval with the Steering Committee’s decision to postpone greenway corridor planning and focus solely on the Blueway. Those who commented agreed with previous meeting attendees and reiterated that identifying and preserving greenway corridors in the County would be politically difficult and would not be the preferred course of action for most residents and stakeholders.

Visitors to the booths were encouraged to leave signatures or comments on the large display map. Figure 4.1 below is a scanned copy of that display map.



Anson County Government Center



Anson County Spring Soccer Opening

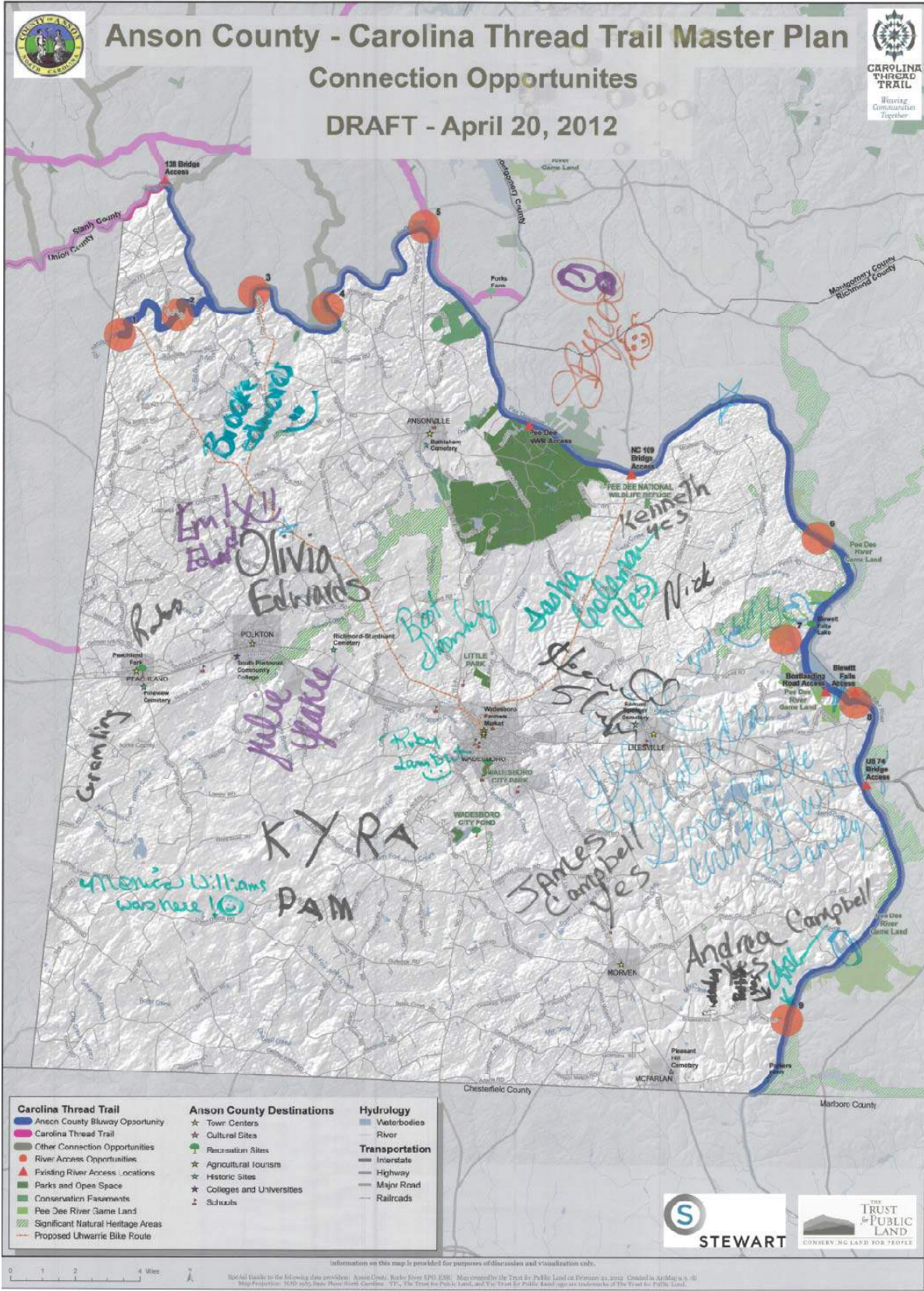
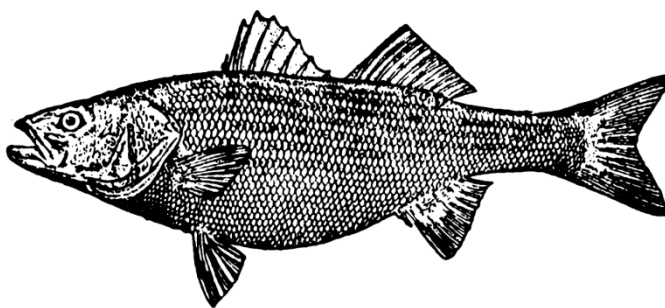


Figure 4.1 Open House Booth Display Map



CHAPTER 5. PROPOSED BLUEWAY TRAIL

BLUEWAY REQUIREMENTS

Designation as a NC State Blueway is granted by the North Carolina Department of Environment and Natural Resources (NC DENR) State Trails Program. The Blueway designation is contingent on the maintenance of access site design standards and other design and service criteria, and affords the designated waterway federal funding from the Department of the Interior (National Parks).

Several notable Blueway requirements are listed below. The Anson County Blueway will rely upon a combination of appropriately sited *Level I* and *Level III* access sites to establish and maintain Blueway designation. Please see Appendix I for a full list of blueway requirements and detailed list of design standards which should be applied to existing and proposed access sites.

- A Level III access site or higher must be located at least every 15 miles of the Blueway. Platform camping sites accessible only by water can qualify as Level III access sites provided they meet the criteria described under the Note section of Standards for Blueways Access Sites Level III.
- A Level III or higher access site shall be located at both the beginning and end of the Blueway
- A publicly accessible website containing pertinent educational and resource information, emergency contact information, water conditions, trail

difficulty rating, local hazards, and "Leave No Trace" principles, must be maintained for each Blueway.

- Each Blueway Water Trail (Blueway) must be sponsored by a partnership consisting of all three of the following,
 - A Non-Profit Organization (NPO)
 - A Governmental body
 - A Local Volunteer Organization.
- A written partnership agreement between all sponsors, valid for a minimum of three years, must be legally recorded and available to the public for view. The partnership must be reviewed and renewed every five years.
- Each Blueway website must have a means of collecting data, feedback, and site conditions for the trail. Current digital pictures of all Level I and Level II access sites on the Blueway, which clearly details the parking area, pathway to water access, and the access site itself, must be posted to the Blueway's website.
- Links to each Blueway website will be on NC DENR State Trails Program website and all the websites of the governmental bodies in which the paddle trails are located.
- A functioning livery (public or private) with a current business license and proof of insurance must be affiliated with the paddle trail.
- Designation by NC DENR State Trails Program is a privilege, which will be revoked if standards are not maintained.

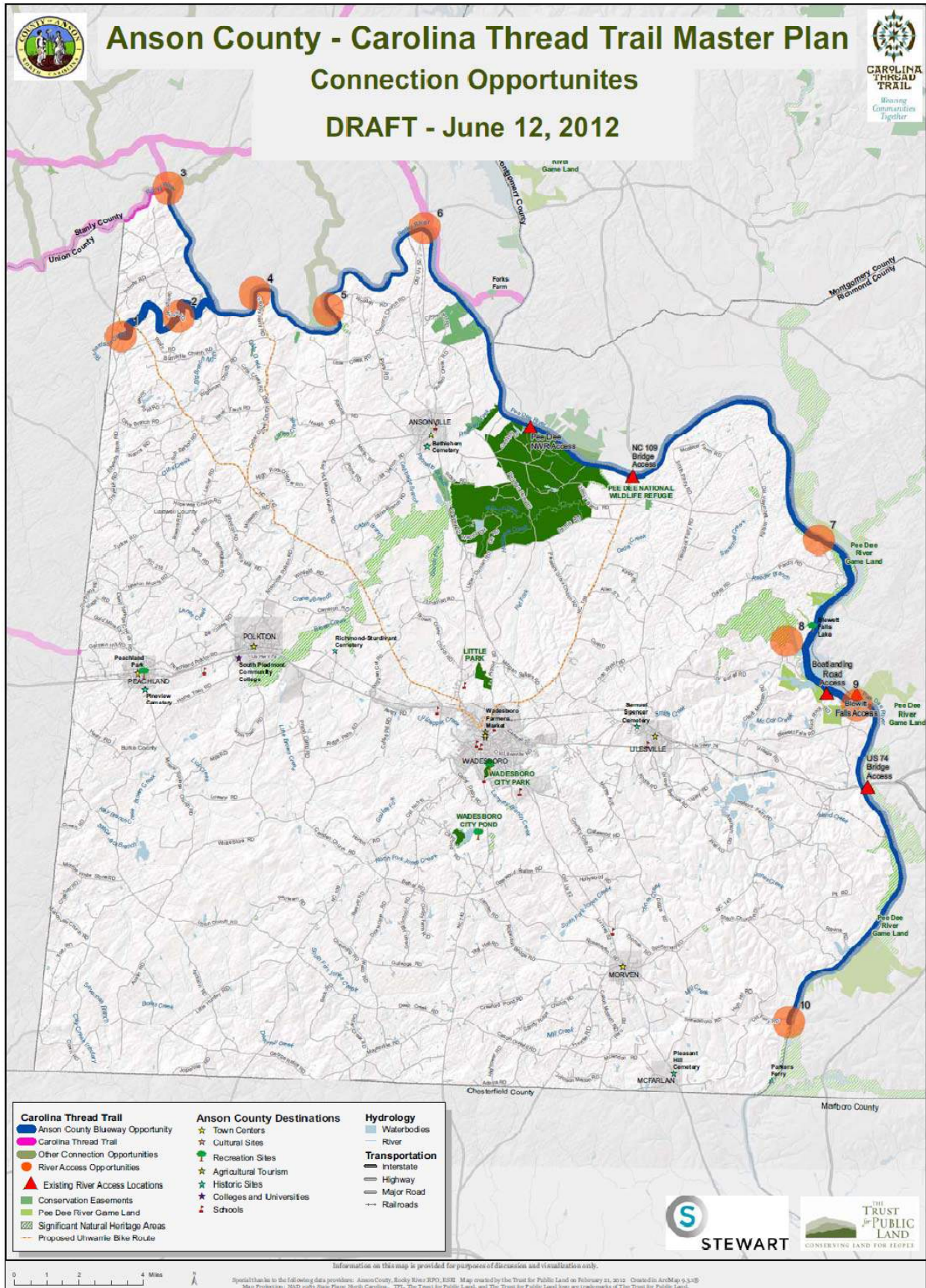
-
- Designation will also be revoked if repeated infractions are brought to the attention of the NCDENR State Trails Program and/or governmental officials.

ANSON COUNTY BLUEWAY

The *Anson County Blueway* is the conceptual product of the Anson County Carolina Thread Trail Master Plan, and is a product of the stated desires and vision of Anson County residents and stakeholders. The Blueway will serve Anson County by increasing opportunities for community access to the Rocky and Pee Dee Rivers for canoeing, fishing, swimming, and other activities favored by the community. The recommended blueway incorporates 55.8 miles of Anson County waterways, including 5.5 miles along Richardson Creek and 50.3 miles along the Rocky and Pee Dee Rivers. The recommendations build upon five (5) existing access locations and propose ten (10) future access sites which will ultimately provide connections to the majority of Richardson Creek, the Rocky River, and the Pee Dee River in Anson County.

Map 5.1 illustrates the proposed Anson County Blueway.

Map 5.1 Proposed Anson County Blueway



PROPOSED ACCESS SITES

Access Opportunity 1:

Located on Richardson Creek, this river access opportunity is in the vicinity of Blonnie Ross Road.

It is recommended that this access site be developed to meet NCDENR Level 3 design standards.



Access Opportunity 2:

Located on Richardson Creek, this river access opportunity is in the vicinity of George Wright Road.

It is recommended that this access site be developed to meet NCDENR Level 1 design standards.



Access Opportunity 3:

The area immediately surrounding the intersection of Long Creek (Stanly County) and the Rocky River presents a potential future location for blueway access. The 138 bridge over Long Creek, located less than a ¼ mile to the north, is often used by locals for River access.

A potential access site in this area will require some land development, as well as roadway access. It is recommended that future access in this area be developed to meet NCDENR Level 3 design standards.



Access Opportunity 4:

Located on the Rocky River, this access opportunity is in the vicinity of Gaddys Ferry Road.

It is recommended that this access site be developed to meet NCDENR Level 3 design standards.



Access Opportunity 5:

Located on the Rocky River, this river access opportunity is in the vicinity of Plank Road.

It is recommended that this access site be developed to meet NCDENR Level 1 design standards.



Access Opportunity 6:

Located on the Rocky River, this river access opportunity is in the vicinity of US Highway 52.

It is recommended that this access site be developed to meet NCDENR Level 3 design standards.



Pee Dee NWR Access:

Located on The Pee Dee River, this existing river access point is located in the Pee Dee National Wildlife Refuge.

It is recommended that this access site be developed to meet NCDENR Level 1 design standards.



NC 109 Bridge Access:

Located on the Pee Dee River, this existing river access point is located on the eastern side of the NC 109 bridge. The site is currently developed

It is recommended that this access site be developed to meet NCDENR Level 3 design standards.



Access Opportunity 7:

Located on the Pee Dee River, this river access opportunity is in the vicinity of Riverbluff Lane. Access to this location is currently restricted.

It is recommended that this access site be developed to meet NCDENR Level 1 design standards.



Access Opportunity 8:

Located on the Pee Dee River, this river access opportunity is located adjacent to Clark Mountain Road. Specific site selection should take into account potential wetland areas.

It is recommended that this access site be developed to meet NCDENR Level 3 design standards.



Boatlanding Road Access:

Located on the Pee Dee River, this existing river access point is located at the end of Boatlanding Road. This is the largest of the existing River access locations, and holds the potential for development beyond NCDENR Level 3 standards.

It is recommended that this access site be developed to meet NCDENR Level 3 design standards.



Blewitt Falls Access:

Located on the Pee Dee River, this existing river access point is located on the Richmond County side at Blewitt Falls Rd. This site currently meets many, but not all of the standards required for NCDENR Level 1 designation.

It is recommended that this access site be developed to meet NCDENR Level 3 design standards.



Access Opportunity 9:

Located on the Pee Dee River, this river access opportunity is in the vicinity below the power plant dam on the Anson County side.

It is recommended that this access site be developed to meet NCDENR Level 3 design standards.



US 74 Bridge Access:

Located on the Pee Dee River, this existing river access point is located on the Richmond County side of the Pee Dee River at the US Highway 74 bridge. This site currently meets many, but not all of the standards required for NCDENR Level 1 designation.

It is recommended that this access site be developed to meet NCDENR Level 1 design standards.



Access Opportunity 10:

Located on the Pee Dee River, this river access opportunity is in the vicinity of Old Ferry Road. The site is currently located on an existing hunting property and access to the River at this location is restricted. Given the proximity of hunting activity, personal safety at this site may also be a concern.

It is recommended that this access site be developed to meet NCDENR Level 3 design standard.



Table 5.1 Existing and Proposed Access Site Location Descriptions

Access Location	Description	Approximate Distance Between Access Locations (Miles)
Access Opportunity 1	Located on Richardson Creek, this river access opportunity is in the vicinity of Blonnie Ross Road.	Access Opportunity 1 to Access Opportunity 2 3.2 miles
Access Opportunity 2	Located on Richardson Creek, this river access opportunity is in the vicinity of George Wright Road.	Access Opportunity 2 to Access Opportunity 4 3.9 miles
Access Opportunity 3	Located on the Rocky River, this river access opportunity is in the vicinity of Long Creek.	
Access Opportunity 4	Located on the Rocky River, this river access opportunity is in the vicinity of Caddys Ferry Road.	Access Opportunity 4 to Access Opportunity 5 4.1 miles
Access Opportunity 5	Located on the Rocky River, this river access opportunity is in the vicinity of Plank Road.	Access Opportunity 5 to Access Opportunity 6 5.7 miles
Access Opportunity 6	Located on the Rocky River, this river access opportunity is in the vicinity of US Highway 52.	Access Opportunity 6 to Pee Dee NWR Access 7.5 miles
Pee Dee NWR Access	Located on The Pee Dee River, this existing river access point is located in the Pee Dee National Wildlife Refuge.	Pee Dee NWR Access to NC 109 bridge 3.5 miles
NC 109 Bridge Access	Located on the Pee Dee River, this existing river access point is located at the NC 109 bridge.	NC 109 bridge to Access Opportunity 7 9.8 miles
Access Opportunity 7	Located on the Pee Dee River, this river access opportunity is in the vicinity of Riverbluff Lane.	Access Opportunity 7 to Access Opportunity 8 4.4 miles
Access Opportunity 8	Located on the Pee Dee River, this river access opportunity is in the vicinity of Clark Mountain Road.	Access Opportunity 8 to Boatlanding Rd Access 1.6 miles
Boatlanding Road Access	Located on the Pee Dee River, this existing river access point is located at the end of Boatlanding Road.	Boatlanding Rd Access to the Power Plant Dam 1 mile
Blewitt Falls Access	Located on the Pee Dee River, this existing river access point is located on the Richmond County side at Blewitt Falls Rd.	Blewitt Falls Access to US 74 Bridge 3.3 miles
Access Opportunity 9	Located on the Pee Dee River, this river access opportunity is in the vicinity below the power plant dam on the Anson County side.	Access Opportunity 9 to US 74 Bridge 3.3 miles
US 74 Bridge Access	Located on the Pee Dee River, this existing river access point is located on the Richmond County side at the US Highway 74 bridge.	US 74 Bridge to Access Opportunity 10 9.0 miles
Access Opportunity 10	Located on the Pee Dee River, this river access opportunity is in the vicinity of Old Ferry Road.	Access Opportunity 10 to Anson County line 2.7 miles



CHAPTER 6. RECOMMENDED ACTIONS FOR IMPLEMENTATION

ADOPT THE PLAN

County adoption of the *Anson County Carolina Thread Trail Master Plan* will be an essential and impactful step in moving forward with the County's recreation, tourism and economic development vision. Adoption of any master plan often signifies a community's commitment to meeting goals or objectives outlined in that plan. In the case of the Anson County Master Plan, adoption signifies a commitment to providing community access to the proposed blueway, and realizing the potential for increased tourism and economic activity.

It is additionally recommended that when, or if, a County-wide Zoning Ordinance is adopted, it be amended to include a land use category supportive of blueway access site development. Alternatively, a land use plan could be adopted which aims to preserve specific access site properties.

Aspects of this blueway plan may make this adoption process unique. The Master Plan must be adopted at the County level, and as partnerships may be essential for blueway designation and maintenance, resolutions of support, sponsorship resolutions, or partnership agreements may be secondary actions.

BUILD PUBLIC SUPPORT

The "success" of any trail, whether a greenway or blueway, is often measured by the amount of public support and patronage that trail receives. Public support for the Anson County Blueway can be greatly impacted by the level of commitment to marketing and advocacy by local sponsors.

It is recommended that local partnerships develop a strategy for branding the blueway and integrating it within the community identity. In addition to information prepared for the website as required by NCDENR, it is recommended that a social media strategy be developed for the Blueway.

As an excellent conduit for outreach to local youth, the Anson County Parks & Recreation Department should proactively seek opportunities to access the Blueway for educational and recreational programs.

IDENTIFY PRIORITY ACCESS SITES

While each existing and recommended access site identified in this plan enhances the functionality and user experience of the proposed blueway, some sites will be particularly important to establishing the extents, ease of access, and

marketability of the Anson County Blueway. Improvements to existing and potential access sites must be phased in a manner that meets this goal. Improvements at individual access sites have been categorized by recommended High, Medium, and Low priority phasing:

High Priority – 2 Years or Less Completion
Timeframe is Ideal

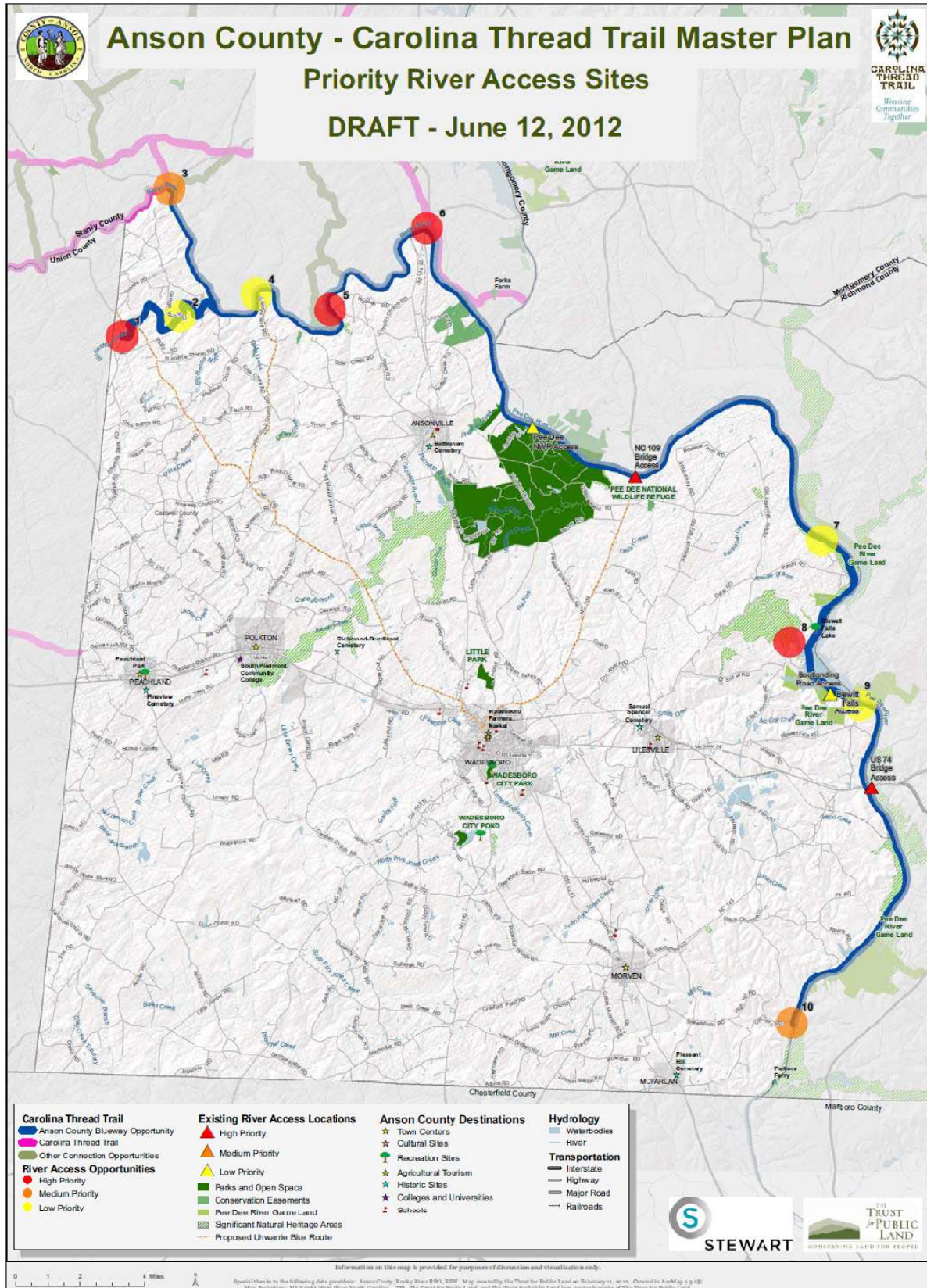
Medium Priority – 2-3 Years Completion
Timeframe is Acceptable

Low Priority – 3 Years or More Completion
Timeframe is Reasonable

In determining ideal prioritization, access sites were evaluated based on: importance to blueway access site separation requirement; current status of property ownership; potential level of public access; and extent of recommended site improvements. Map 6.1 illustrated the recommended prioritization.



Map 6.1 Priority River Access Sites



IDENTIFY FUNDING SOURCES

U.S. Department of Transportation, Recreational Trails Grants Program

Blueways, or paddle trails, are recognized as recreational trails by the US Department of Transportation (USDOT). The Federal Highway Trust Fund administers grant funding for the Recreational Trails Program (RTP). RTP is a reimbursement program, and funds can be applied to a variety of trail-related projects including maintenance and restoration of existing trails, rehabilitation of trailside facilities, construction of new trails, and acquisition of easements or property for trails.

<http://www.fhwa.dot.gov/environment/rectrails/>

U.S. Department of the Interior, National Park Service, Federal Land and Water Conservation Fund

In North Carolina, the Department of Environment and Natural Resources manages the Land and Water Conservation Fund, which is administered at the federal level by the U.S. Department of the Interior. In North Carolina, the annual grant of up to \$250,000 is available to counties, municipalities, public authorities, and the Eastern Band of the Cherokee Indian Tribe. State agencies responsible for the provision of outdoor recreation opportunities are also eligible. Eligible projects include land acquisition or development projects at a single site for the purpose of public outdoor recreation or to protect outstanding natural or scenic resources. Eligible projects must be in accordance with priorities listed in the state's Statewide Comprehensive Outdoor Recreation Plan (SCORP) action plan.

http://www.ncparks.gov/About/grants/lwcf_main.php

NC Department of Parks & Recreation, NC Adopt-A-Trail Grant

The NC Department of Parks & Recreation administers the NC Adopt-A-Trail Grant for NC communities. The annual grant of up to \$5,000 per

applicant requires no match and is available to local government agencies, non-profit corporations, private trail groups and public authorities. Eligible projects include trail-side activities such as signage, trail maintenance, trail brochures, and maps.

http://www.ncparks.gov/About/trails_AAT.php

NC Department of Parks & Recreation, NC Recreational Trails Grant

The NC Department of Parks & Recreation administers the NC Recreational Trails Grant Program for North Carolina. The annual grant of up to \$75,000 per applicant requires a 25% match and is available to local government agencies, non-profit corporations, private trail groups and public authorities. Eligible projects include trails and trail-related needs identified in the Statewide Comprehensive Outdoor Recreational Plan.

http://www.ncparks.gov/About/trails_RTP.php

NC Department of Parks & Recreation, NC Parks and Recreation Trust Fund

The NC Department of Parks & Recreation administers the NC Parks and Recreation Trust Fund (PARTF) Grant program, established in 1994. The annual grant of up to \$500,000 per applicant requires a 50% match and is available to counties, incorporated municipalities, and public authorities authorized to acquire land. Two or more local governments can apply jointly, but one must serve as the primary sponsor. Eligible projects include purchasing land to use for recreational projects for the public or to protect the natural or scenic resources of the property. Applicants can also request money to build or renovate recreational and support facilities. Projects must be located on a single site.

http://www.ncparks.gov/About/grants/partf_main.php

NC Department of Environment and Natural Resources, Water Resources Development Grant Program

The North Carolina Department of Environment and Natural Resources Division of Water Quality administers the Water Resources Development

Grant Program. The program provides cost-share grants and technical assistance to local governments in North Carolina and administers two grant cycles per year. Eligible projects must meet one of seven purposes: general navigation, recreational navigation, water management, stream restoration, beach protection, land acquisition, facility development for water based recreation, and/or aquatic weed control. There is currently a 50% matching limit on Water Resources Development Project Grants. http://www.ncwater.org/Financial_Assistance/

EVALUATE LAND ACQUISITION OPTIONS

Fee Simple Purchase

Fee simple purchase is the most direct method of acquiring land, however there may be drawbacks for both the purchaser and property owner. A fair market sale is often not as advantageous for a landowner due to capital gains taxes and selling costs, including real estate commissions. Also, the purchaser, often a land trust or government agency, may not have a significant budget with which to pay fair market value.

Conservation Easements

A conservation easement is a legal agreement between a landowner and a land trust or government entity that permanently limits uses of the land in order to protect its conservation value. These easements allow landowners to continue to own and use their land and to sell it or pass it on to heirs. Creation of a conservation easement involves development restrictions on a portion, or entirety, of the property, while conservation-associated uses continue to be permitted.

Conservation easement can also aid in passing land on to heirs by lowering estate taxes. By removing the potential for development, the easement lowers the property's market value, resulting in lower estate tax.

Land Donations

Land (parcels) or easements can be donated to a local government or land trust by any willing property owner. Land donation can be an attractive option for property owners who:

- Do not wish to pass the land on to heirs, or have no heirs
- Own highly appreciated property
- Have substantial real estate holdings and wish to reduce estate tax burdens
- No longer wish to manage a particular property

Land donation often provides substantial income tax deductions and estate tax benefits.

Developer Dedications

Developer dedications can be beneficial to both the developer and the receiving land trust or agency. If the dedicated property, or portion of property, is used for development of a recreational use, this can be a marketable amenity for the development. It can also be an opportunity for the land trust or agency to develop built-in support for the facility.

Dedications can also be required by a local government if an adopted area plan or master plan is in place with a legal mechanism requiring dedication of identified areas at the time of development.

DESIGN AND CONSTRUCT ACCESS SITES

Blueway access sites will need to be designed and constructed to, at a minimum, the access site levels recommended in Chapter 5 and described in detail in Appendix I. Because the Anson County Blueway will be dependent on the access sites, rather than a routing design, the site selection process must be informed by the design of the site and planned construction/installation of amenities.

While minimum access site standards are recommended (Level I and Level III) for blueway designation, Anson County or partnering organizations may choose to develop access sites to meet Level II, Level IV, or Level V standards. Available funding, materials, and labor should be

leveraged to construct access sites which fully meet the community's needs.

Preliminary site design should be reviewed and approved by emergency response personnel, including fire and police. Access sites will need to be designed such that ingress and egress allow for the quick and safe access for emergency vehicles.

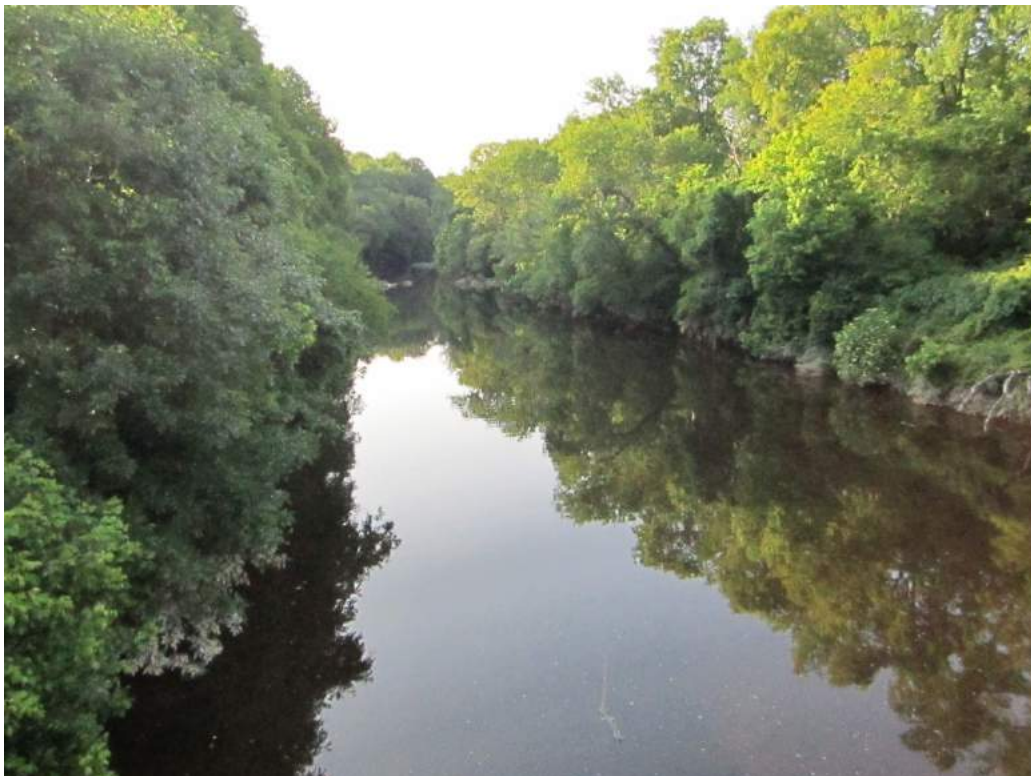


CHAPTER 7. CONCLUSION

Throughout the development of this plan and associated community interactions, private citizens shared multiple stories of either taking day trips on “the River”, or knowing others who have. In some cases, residents related entertaining stories of meeting people from neighboring counties and communities who were “passing through”. Whether visitors to the County’s rivers are canoeing, kayaking, or paddling by a less conventional mode, the Anson County Blueway will be an invaluable asset to the community and the region.

Those who participated in this planning process were part of a thoughtful, community-based

planning effort. This Master Plan is grounded in the realities of the Anson County community, and addresses the desires of residents to access “the River” - a treasured amenity of regional significance. What has emerged from this process is a clear and actionable plan for the future. The Anson County Blueway is on its way.





APPENDIX I: NCDENR BLUEWAY REQUIREMENTS

Each trail must be sponsored by a partnership consisting of all three of the following,

A Non-Profit Organization (NPO)

A governmental body

And a local volunteer organization.

A written partnership agreement between all sponsors, valid for a minimum of three years, must be legally recorded and available to the public for view. The partnership must be reviewed and renewed every five years.

A Level III site or higher must be located every 15 miles of the paddle trail. Platform camping sites accessible only by water can qualify as Level III sites provided they meet the criteria described under the Note section of Standards for Access Sites Level III.

A Level III site or higher must be located at the beginning and end of the blueway corridor.

If the proposed paddle trail traverses multiple jurisdictions, each municipality involved must sign a joint Memoranda of Understanding.

A written emergency plan for the entire trail must be on file with all enforcement and emergency services departments who have jurisdiction on the trail.

A publicly accessible website containing pertinent educational and resource information, emergency contact information, water conditions, trail difficulty rating, local hazards, and

Leave No Trace principles, must be maintained for each trail.

Each trail website must have a means of collecting data, feedback, and site conditions for the trail.

Current digital pictures of all Level I and Level II access sites on the trail, which clearly detail the parking area, pathway to water access, and the site itself, must be posted to the trail website.

Pictures of Level III, Level IV, and Level V sites suitable for identification and promotional purposes are requested, but not mandatory.

Links to each trail website will be on NC DENR State Trails Program website and all the websites of the governmental bodies in which the paddle trails are located.

An access site (see below for description of site characteristics) will be ideally located every 2.5 miles of the paddle trail. No more than 15 miles may exist between each site.

A functioning livery (public or private) with a current business license and proof of insurance must be affiliated with the paddle trail.

Designation by NC DENR State Trails Program is a privilege, which can be revoked if standards are not maintained, or if repeated infractions are brought to the attention of the NC DENR State Trails staff or governmental officials.

The NC DENR State Trails Program has the final right of approval for all designations, plans, revisions, and improvements.

LEVEL I ACCESS SITE STANDARDS

Natural but well maintained pathway from parking to water access

- Pathway at least 6 feet wide
- Grass not higher than 5 inches on pathway
- Tree overhang not lower than 14 feet

Grade must not exceed 20%

Pathway must be marked every 250 feet.

Marks should be visible in all seasons. Suitable markers are, but are not limited to,

- Wood posts
- Rock Cairns
- Reflective Paint
- Reflective Medallions

Pathway way cannot cross an Interstate Highway, primary thoroughfare, secondary road, or require the crossing of any bridge.

If a pathway from parking area to water access exceeds 1500 feet, a permanently affixed canoe or kayak stand must be positioned every 1000 feet.

Two designated, well-maintained parking sites must be designated by signs meeting NCDOT visibility requirements.

Digital pictures of the parking, pathway, and access areas must be displayed for reference on a publicly accessible website.

Website must display conditions of access site

- 12-month log with bimonthly updates of currents, local hazards, water gage, paddler skill level, and other relevant information must be displayed at all times
- 60-month data must be available upon request

Informational signs containing emergency contact numbers, contact numbers for the managing partner, distance to closest access site, and Leave No Trace criteria must be displayed

- on the website
- at the parking space area
- within 150 feet of the access site

Access site must be marked with reflective signage visible from water.

LEVEL II ACCESS SITE STANDARDS

Natural but well maintained pathway from parking to water access

- Pathway at least 6 feet wide
- Grass not higher than 5 inches on pathway
- Tree overhang not lower than 14 feet

Grade must not exceed 20%.

Pathway must be marked every 250 feet.

Marks should be visible in all seasons. Suitable markers are, but are not limited to,

- Wood posts
- Rock Cairns
- Reflective Paint
- Reflective Medallions

Pathway way cannot cross an Interstate Highway, primary thoroughfare, secondary road, or require the crossing of any bridge.

If a pathway from parking area to water access exceeds 1500 feet, a permanently affixed canoe or kayak stand must be positioned every 1000 feet.

Two designated, well-maintained parking sites must be designated by signs meeting NCDOT visibility requirements.

Digital Pictures of the parking, pathway, and access areas must be displayed for reference on a publicly accessible website.

Website must display conditions of access site

- 12-month log with bimonthly updates of current, local hazards, water gage, paddler skill level and other relevant information must be displayed at all times
- 60-month data must be available upon request

Informational signs containing emergency contact numbers, contact numbers for the managing partner, paddler skill level, distance to closest access site, and Leave No Trace criteria must be displayed

- on the website
- at the parking space area
- within 150 feet of the access site

Access to the waterway must be clear of obstructions, firm, durable, and clearly delineated.

Access site must be marked with reflective signage visible from water.

Seating appropriate for the site located at access

Grill or fire pit is recommended.

Interpretive and educational signs are strongly encouraged.

LEVEL III ACCESS SITE STANDARDS

Natural but well maintained pathway from parking to water access

- Pathway at least 6 feet wide
- Grass not higher than 5 inches on pathway or accessible areas
- Tree overhang not lower than 14 feet

Grade must not exceed 20%.

Pathway must be marked every 250 feet.

Marks should be visible in all seasons. Suitable markers are, but are not limited to,

- Wood posts
- Rock Cairns
- Reflective Paint
- Reflective Medallions

Pathway way cannot cross an Interstate Highway, primary thoroughfare, secondary road, or require the crossing of any bridge.

If a pathway from parking area to water access exceeds 1500 feet, a permanently affixed canoe or kayak stand must be positioned every 1000 feet.

Digital Pictures of the parking, pathway, and access areas must be displayed for reference on a publicly accessible website.

Website must display conditions of access site

- 12-month log with bimonthly updates of current, local hazards, water gage, paddler skill level and other relevant information must be displayed at all times
- 60-month data must be available upon request

Informational signs containing emergency contact numbers, contact numbers for the managing partner, paddler skill level, distance to closest access site, and Leave No Trace criteria must be displayed

- on the website
- at the parking space area
- within 150 feet of the access site

A minimum of four well-maintained and clearly delineated parking spaces must be available.

The parking surface may consist of compacted earth, well-maintained grass, or gravel, clearly delineated by railroad ties, or other suitably durable marking material.

Access site must be marked with reflective signage visible from water.

Access to the waterway must be clear of obstructions, firm, stable, and have a durable construction meeting or exceeding local building codes.

An appropriately constructed ramp, meeting all building codes relevant to the jurisdiction in which it is located, must be in place.

Guardrails around water area must be available when appropriate.

Permanent covered shelter with seating must be on site.

Canoe and kayak stands or rests placed should be within 150 feet of the ramp.

Grill or area for small cooking fires must be permanently constructed.

Bathroom facilities must be in place. Portable toilets and washing stations are acceptable.

Garbage cans must be permanently in place and trash must be removed on a weekly basis.

To ensure that future plans for development and construction will be able to minimize risks in a proactive manner; an architect/ landscape architect holding current designation in North Carolina must approve changes proposed to the site.

Note: Camping platforms accessible only by water will be designated as Level III sites providing:

- There is an organized permitting/reservation procedure for the camping platform.
- Portable toilets are a requirement of the permitting procedure.
- A website meeting criteria above is publicly accessible.

LEVEL IV ACCESS SITE STANDARDS

Well maintained pathway from parking to water access

- Pathway at least 6 feet wide
- Grass not higher than 5 inches on pathways or accessible pedestrian areas.
- Tree overhang not lower than 14 feet

Grade must not exceed 20%.

Pathway must be marked every 250 feet.

Marks should be visible in all seasons. Suitable markers are, but are not limited to,

- Wood posts
- Rock Cairns
- Reflective Paint
- Reflective Medallions

Pathway way cannot cross an Interstate Highway, primary thoroughfare, secondary road, or cross any bridge.

If a pathway from parking area to water access exceeds 1500 feet, a permanently affixed canoe or kayak stand must be positioned every 1000 feet.

Parking spaces must be well maintained and permanently delineated by signs meeting NCDOT visibility requirements.

Parking surfaces must be paved or have an equivalent durable surface that is approved for use in that jurisdiction.

The parking spaces will be determined by the amount of paved surface area and zoning codes appropriate to the area.

Spaces, which can accommodate single axle trailers, must be available.

Website must display conditions of access site

-
- 12-month log with bimonthly updates of current, local hazards, water gage, paddler skill level and other relevant information must be displayed at all times
 - 60-month data must be available upon request

Informational signs containing emergency contact numbers, contact numbers for the managing partner, paddler skill level, distance to closest access site, and Leave No Trace criteria must be displayed

- on the website
- at the parking space area
- within 150 feet of the access site

Access to the waterway must be clear of obstructions, firm, durable, and clearly delineated.

Access site must be marked with reflective signage visible from water.

Access areas suitable for launching canoes and kayaks must be clearly marked and distinguished from the ramps used to launch other types of boats.

Permanent bathroom facilities must be in place.

Lights in parking and picnic areas must be available.

Electricity must be available.

Potable water must be available.

Designated play area, approved by Recreation Resources Services, must be available.

To ensure that future plans for development and construction will be able to minimize risks in a proactive manner; an architect/ landscape architect holding current designation in North Carolina must approve changes proposed to the site.

LEVEL V ACCESS SITE STANDARDS

Well maintained pathway with a permanent surface from parking to water access

- Pathway at least 6 feet wide
- Walking and driving surfaces must be of suitable and sustainable material
- Tree overhang not lower than 14 feet

Grade must not exceed 15%.

Pathway must be marked every 250 feet. Marks should be visible in all seasons. Suitable markers are, but are not limited to,

- Lights
- Wood posts
- Rock Cairns
- Reflective Paint
- Reflective Medallions

Pathway way cannot cross an Interstate Highway, primary thoroughfare, secondary road, or require the crossing of any bridge.

If a pathway from parking area to water access exceeds 1500 feet, a permanently affixed canoe or kayak stand must be positioned every 1000 feet.

Website must display conditions of access site

- 12-month log with bimonthly updates of current, local hazards, water gage, paddler skill level and other relevant information must be displayed at all times
- 60-month data must be available upon request

Informational signs containing emergency contact numbers, contact numbers for the managing partner, paddler skill level, distance to closest access site, and Leave No Trace criteria must be displayed

- on the website
- at the parking space area
- within 150 feet of the access site

Parking surfaces must be paved or have an equivalent durable surface that is approved for use in that jurisdiction.

The parking spaces will be determined by the amount of paved surface area and zoning codes appropriate to the area.

Spaces must be provided to accommodate single axle trailers.

Livery with rental canoes, kayaks, equipment and lessons must be available.

Access to the waterway must be clear of obstructions, firm, durable, and clearly delineated.

Access site must be marked with reflective signage visible from water.

Access areas suitable for launching canoes and kayaks must be clearly marked and distinguished from the ramps used to launch other types of boats.

Designated primitive camping sites.

Permanent bath facilities with shower.

Lights in parking and picnic areas must be available. (Care should be taken that the lights are of a quality that minimizes light pollution.)

Electricity must be available.

Potable water must be available

Designated swimming area.

Designated picnic area with permanent grills.

Designated play area, approved by Recreation Resources Services, must be available.

Maintenance staff should be in place for facility.

To ensure that future plans for development and construction will be able to minimize risks in a proactive manner; an architect/ landscape architect holding current designation in North Carolina must approve changes proposed to the site.

The ramps and waterway access must be able to accommodate boat trailers up to 30 feet.



APPENDIX II: PUBLIC INVOLVEMENT MATERIALS

JANUARY 2012 PUBLIC MEETING FLYER



Anson County Carolina Thread Trail Master Plan

What is the Carolina Thread Trail?

What is a Blueway?

Find out the answers to these questions and more at upcoming community meetings for the Anson County Carolina Thread Trail Master Plan. Anson County and the Carolina Thread Trail are hosting four community meetings to share information about the project and ask for your input.

Please help us connect with as many Anson County residents as possible by forwarding this flyer or bringing a friend to a meeting.

Meetings will be a drop-in format from 6:30 to 8:00PM. A short video about the project will be shown at 6:45. Our project team will be on hand to answer all of your questions. We will collect your comments in a short questionnaire.

<i>Tuesday, January 17th</i> South Piedmont Community College Raye Boardroom 680 Highway 74 West Polkton	<i>Thursday, January 19th</i> HOLLA! Room 229 East Main Street Morven
<i>Tuesday, January 24th</i> Lilesville United Methodist Church 312 West Wall St Lilesville	<i>Thursday, January 26th</i> Ansonville Fire Department 9145 highway 52 North Ansonville

Please visit our online survey at: www.surveymonkey.com/s/AnsonCountyThread



Community Survey
Anson County Carolina Thread Trail Master Plan
 January 2012



The Carolina Thread Trail, or “The Thread”, is a planned regional trail network which will ultimately link 15 counties in North and South Carolina. The Thread will include **greenways** which are typically 10 foot wide trails for pedestrians and bicycles, and **blueways** which are sections of rivers and creeks designated for canoeing or boating access.

At this time, **nothing** has been decided for Anson County. The Carolina Thread Trail is in the *planning stage* and your input will go a long way toward deciding the future direction of “The Thread” in your community!

For the CTT in Anson County, which types of trail users are most important ?
 (Rank **High, Medium, Low**):

- | | | |
|---|-----------------------------------|---------------------------------------|
| <input type="checkbox"/> Walkers/Hikers | <input type="checkbox"/> Cyclists | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Equestrians | <input type="checkbox"/> None | |

The CTT in Anson County could be similar to an interstate system for trails. What are the most important Towns and Cities to connect? (Rank **High, Medium, Low**):

- | | | |
|-------------------------------------|------------------------------------|--|
| <input type="checkbox"/> Ansonville | <input type="checkbox"/> Wadesboro | <input type="checkbox"/> Lilesville |
| <input type="checkbox"/> Peachland | <input type="checkbox"/> Morven | <input type="checkbox"/> Others: _____ |
| <input type="checkbox"/> Polkton | <input type="checkbox"/> McFarlan | _____ |

How will you use the trail? (Rank your top three most likely activities – **1 - 2 - 3**):

- | | | |
|---|---|---|
| <input type="checkbox"/> Walking / Hiking | <input type="checkbox"/> Horseback Riding | <input type="checkbox"/> Touring the County |
| <input type="checkbox"/> Running | <input type="checkbox"/> Rollerblading | <input type="checkbox"/> Canoeing/Kayaking |
| <input type="checkbox"/> Cycling | <input type="checkbox"/> Family Time | <input type="checkbox"/> Connect to Rivers |
| <input type="checkbox"/> Commute to Work | <input type="checkbox"/> Reduce Car Trips | <input type="checkbox"/> Will Not Use |
| <input type="checkbox"/> Trips to Other | <input type="checkbox"/> Other: _____ | |
| Counties | _____ | |

How often will you use trails for your **top three most likely activities** (above)?

- | | | | |
|-------------------------|--------------------------------|---------------------------------|----------------------------------|
| #1 Most Likely Activity | <input type="checkbox"/> Daily | <input type="checkbox"/> Weekly | <input type="checkbox"/> Monthly |
| #2 Most Likely Activity | <input type="checkbox"/> Daily | <input type="checkbox"/> Weekly | <input type="checkbox"/> Monthly |
| #3 Most Likely Activity | <input type="checkbox"/> Daily | <input type="checkbox"/> Weekly | <input type="checkbox"/> Monthly |

This survey is available on-line at www.surveymonkey.com/s/AnsonCountyThread

Anson County is rich in cultural, recreational and natural resources. Which are the most important to connect into the CTT Trail Network?
(Rank **H**igh, **M**edium, **L**ow):

Cultural and Recreational Sites

- Pee Dee River Game Land
- Pee Dee National Wildlife Refuge
- Blewett Falls Lake
- Peachland Park
- Hatcher Park
- Wadesboro "City Pond"
- Wadesboro Park
- Museum of Early America
- Ashe-Covington Medical Museum
- Boggan-Hammond House
- Alexander Little Wing
(Boggan-Hammond House)
- Sonny Beachum Car Museum
- Ansonia Theatre
- "Field of Dreams" Baseball Park
- Little Park
- Old Sneedsboro Ferry Crossing
- Historic Cemeteries/Graveyards
- The Leavitt House
- Billy Horne Farm
- Chambers-Morgan Farm
- Hugh Hammond Bennett Property

Existing Trails

- Wadesboro Park Trail
- Hatcher Park Trail
- Peachland Park Trail
- Dunlap Park Trail

Historic Districts

- Wadesboro Downtown Historic District

Colleges and Universities

- South Piedmont Community College
- Anson College of Cosmetology

Public Schools

- Anson County Early College
- Anson High School
- Anson New Technology School
- Anson Middle School
- Ansonville Elementary School
- Morven Elementary School
- Peachland Polkton Elementary School
- Wadesboro Primary School
- Wadesboro Elementary School

Rivers and Creeks

- Pee Dee River
- Rocky River
- Jones Creek
- Richardson Creek

Farm Tourism Sites

- Private Farms/Orchards (Please List):



Rocky River



Pee Dee River

The Pee Dee and Rocky Rivers present a unique blueway opportunity (canoeing, kayaking, etc.) for Anson County. Where would you like to see put-ins and take-outs along the River?

Access Locations:

_____	_____
_____	_____
_____	_____

What amenities would you like to see at River access locations?

Amenities:

- | | | |
|----------------------|--------------------|--------------------------------|
| _____ Parking | _____ Picnic Areas | _____ Motorized Boat Launch |
| _____ Drinking Water | _____ Toilets | _____ Hiking Trail Connections |
| _____ Camp Sites | _____ Canoe Launch | |

Others: _____

A. Paved Trail Along Roadway



B. Unpaved Hiking Trail



C. Unpaved Trail Suitable for Horses



D. Paved Trail Through Open Space



E. Bike Lanes and Sidewalks



F. Sidewalks

When you imagine the over-land Carolina Thread Trail in Anson County, what does it look like? Keep in mind that there will likely be a mix of trail types throughout the county.


	Most Desired	OK in Some Scenarios	Least Desired
A. Paved Trail Along Roadway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Unpaved Hiking Trail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Unpaved Trail Suitable for Horses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Paved Trail Through Open Space	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Bike Lanes and Sidewalks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Sidewalks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Generally speaking, how strongly do you support the development of trails and greenways in Anson County?


We would like to know what areas of the community our survey has reached.

What is your zipcode? _____

Thank you for your time and input . Your voice makes a difference!
 Please hand in your survey tonight or mail to:
 Iona Thomas . Stewart Engineering . 421 Fayetteville St. Suite 401 . Raleigh . NC . 27601






Anson County Carolina Thread Trail Master Plan



The Carolina Thread Trail, or “The Thread”, is a planned regional trail network which will ultimately link 15 counties in North and South Carolina. We would like to know what your vision for The Thread in Anson County!

At this time, **nothing** has been decided for Anson County. The Carolina Thread Trail is in the *planning stage* and your input will go a long way toward deciding the future direction of “The Thread” in your community!

Please visit our online survey at:

www.surveymonkey.com/s/AnsonCountyThread

PUBLIC INVOLVEMENT SUMMARY



Open House Review

		Attendees	Surveys Completed
Polkton-Peachland	South Piedmont Community College	2	1
Morven	HOLLA! Room	5	3
Lilesville	Lilesville United Methodist Church	4	0
Ansonville	Ansonville Fire Department	5	3
Rotary Club	Wadesboro	50+	30






Polkton/Peachland South Piedmont Community College

Participants – 2
Surveys Completed – 1
Comments

- Existing River access at *The Crossings* residential development
- Possible trail corridor: Wadesboro City Pond through Wadesboro, Airport Rd – Pinkston River Rd – Hwy 52
- Possible trail corridor: German Hill Rd – Peachland Polkton Rd – Ansonville Polkton Rd to Ansonville
- Dirt parking lot at Pee Dee Refuge river access needs bank stabilization or steps
- Municipal legislation (liability) may make trail development more palatable to property owners
- Ansonville residents are very against rail-trail option
- Potential boat access at NC WRC gamelands
- Important to connect wildlife
- Need Wadesboro to City Pond walking/biking connection
- Internal trail currently at Little Park



Observations

- Very Low Turn Out
- No interest in county-wide trails
- Most map comments came from Steering Committee Members



Morven HOLLA! Room

Participants – 5
Surveys Completed – 3
Comments

- No land trails. Canoe access only!
- Only trails on public land; Otherwise conflicts with hunting, creates liability
- River could support outfitters
- Anson County doesn't have matching funds to build trails
- Amenities at Put-ins: Restrooms need to be kept clean; ramps; parking; no potable water (currently)
- Wildlife access south of Hwy 74 at Pee Dee River
- Canoe access point at Blewett Falls Rd and Pee Dee River
- Call box(es) on road every 5 miles, for bike facility
- Concentrate on bike facilities on Easting Rd
- Flat Rocks State Park – New parks for a new century
- Possible partners: Partnership for Children; Shape NC – Health and fitness for young kids
- Gaddy Rd could be good bike route – low traffic River good for canoeing – section north of Pee Dee Wildlife Refuge
- Robby Burr – Outfitter/guide, "Fishing Adventures"
- Pee Dee Refuge is underutilized, could be used for trails
- Richmond County access on Little River – East of Panzy Rd
- Boat access at Grassy Island Rd
- Scotty's Store would be enthusiastic about cycling



Observations

- Very Low Turn Out
- Multiple comments suggesting that trails are not appropriate for the County – acceptable only on public land
- Some interest in trails for children's health benefits
- Several good suggestions regarding blueways and bicycling



Lilesville Lilesville United Methodist Church

Participants – 4
Surveys Completed – 0
Comments

- Bike lanes for bicycle riders
- Hiking trails and fishing ponds currently in Pee Dee Wildlife Refuge
- Put-ins currently at Cheraw
- Walking trail in Ansonville (Dunlap Park)
- Possible interest in trails north of Mcallister Farm Rd?
- Nature trails for the County
- Trails for 4-wheelers
- Land around schools should be reviewed for access for children
- Old (historic) courthouse marker north of Blewett Falls Lake?
- Trail and park area along River
- New boat landing at end of Panzy Rd
- Rail-Trail bed possibly for equestrians
- Clark Mountain Rd good for road cycling
- Diggs Rd, NC 145, Haileys Ferry Rd – nice views for cycling
- Good views at Anson County filtration plant
- Progress Energy owns much property along River
- Road cycling appropriate along Clark – Ingram Rd
- Historic areas at Old Sneedsboro
- Railroad trestle north of Hwy 74 & Pee Dee River (currently in use)
- Spencer Cemetery immediately west of Blewett falls Lake
- Hitchcock Creek (Montgomery County) reaches to Rockingham



Observations

- Very Low Turn Out
- Not much interest in county-wide trails
- Residents were more focused on possible bicycling corridors and scenic view sheds



Ansonville Ansonville Fire Department

Participants – 5
Surveys Completed – 3
Comments

- Rocky River at Gaddys Ferry Rd is not good for blueway access – history of trapped boaters
- Rocky River immediately east of Hwy 52 is good for access
- Large landowners may not see the need for trails
- Area north of Mcallister Farm Rd is good – Mcallister (family) property
- Daisy Rd to Panzy Rd – good route for biking
- Great need for access points along the River
- Pee Dee has not (yet) contributed to economic development
- Amenities at put-ins should include: primitive camp sites, bathrooms, picnic areas, canoe/kayak launches, tent camping areas
- Old smokehouse on Rocky River – far NE corner of Anson County
- Walking (trails) would be appropriate at the Pee Dee Wildlife Refuge
- Natural lake at Pressley Creek outlet at Pee Dee River
- Beavers and otters along Brown Creek
- Possible trail corridor: German Hill Rd – Peachland Polkton Rd – Brown Creek – Pee Dee Refuge
- Cave/Old Indian rock immediately east of Boggan Cut Rd terminus



Observations

- Low Turn Out
- Residents identified both challenging and ideal blueway segments and access points
- Residents were hard-pressed to identify suitable trail corridors



Anson County Rotary Club Presentation

Participants – 50+
Surveys Completed – 30*

Observations

- Generally positive
 - Not *proactively* interested in trails
- *Returned high percentage of surveys



Survey Response Summary

Public Meeting Survey
Anson County Carolina Thread Trail Master Plan
January 26, 2012 Ansonville Fire Department

The Carolina Thread Trail, or "The Thread", is a planned regional trail network which will ultimately link 15 counties in North and South Carolina. The Thread will include **greenways** which are typically 20 foot wide trails for pedestrians and bicyclists, and **blueways** which are sections of rivers and creeks designated for canoeing or tubing access.

At this time, **nothing** has been decided for Anson County. The Carolina Thread trail is in the planning stage and your input will go a long way toward deciding the future direction of "The Thread" in your community!

For the CTT in Anson County, which types of trail uses are most important? (Rank High, Medium, Low)

Walkers/Hikers Cyclists Other _____
 Equestrians Bikes

The CTT in Anson County could be similar to an interstate system for trails. What are the most important Towns and Cities to connect? (Rank High, Medium, Low)

Ansonville Wadeboro Uresville
 Rockwell Moreen Others _____
 Dublin McFarlan

How will you use the trail? (Rank your top three most likely activities -- 1, 2, 3)

Walking / Hiking Horseback Riding Touring the Country
 Farming Bicycling Canoeing/Kayaking
 Cycling Family Time Connect to Bikes
 Commute to Work Reduce Car Use Will Not Use
 Trip to other _____
 Golfing

How often will you use trails for your **top three most likely activities** (above)?

#1 Most Likely Activity Daily Weekly Monthly
 #2 Most Likely Activity Daily Weekly Monthly
 #3 Most Likely Activity Daily Weekly Monthly

This survey is available on-line at www.surveymonkey.com/AnsonCountyThread

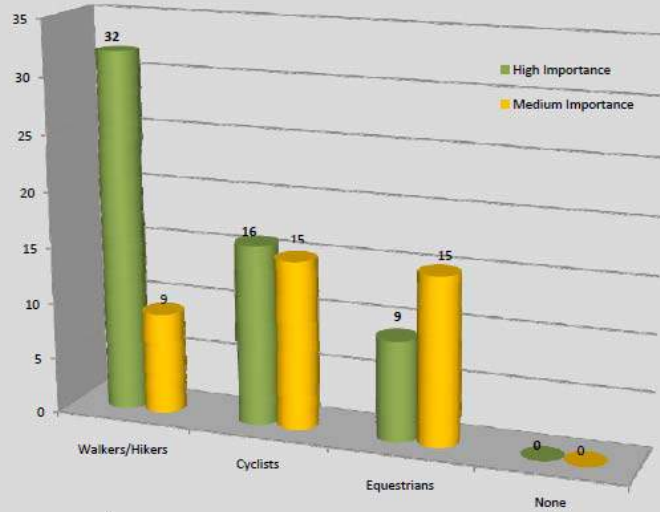
42 Survey Respondents

- > 37 Hard Copies
- > 5 On-line



For the Carolina Thread Trail in Anson County, which type of trail users are most important?

Users given "High" and "Medium" importance are displayed.



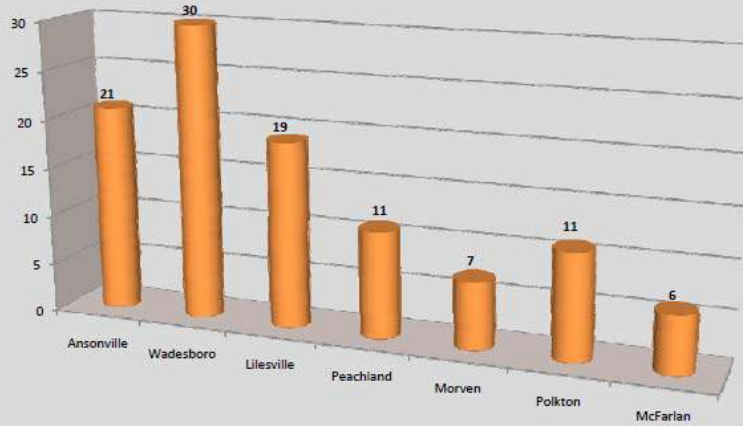
Others

Kayaks/Canoes
Four Wheelers & Dirt Bikes

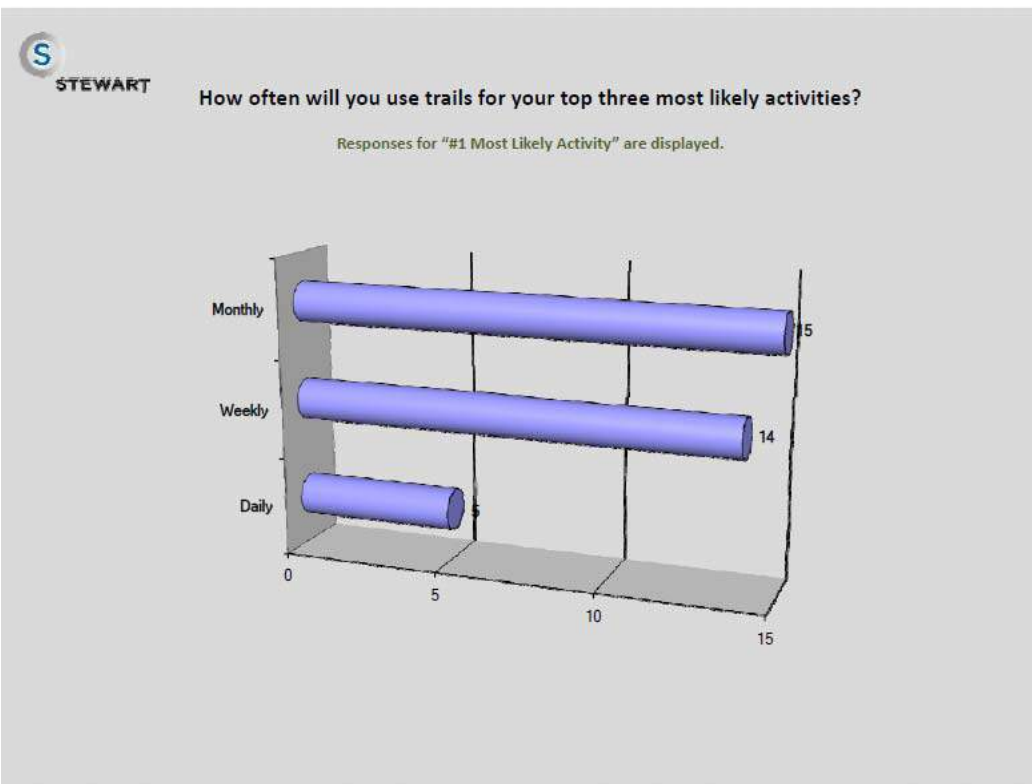
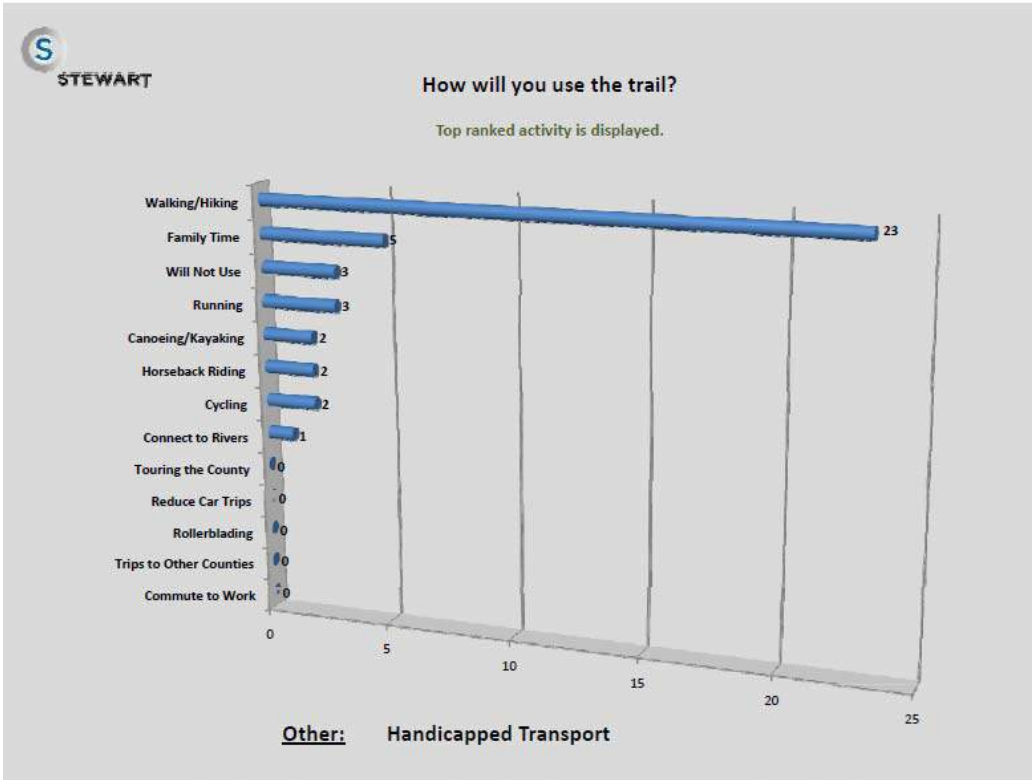


The Carolina Thread Trail in Anson County could be similar to an "interstate system" for trails. Which are the most important towns and cities to connect?

Destinations given "High" importance are displayed.



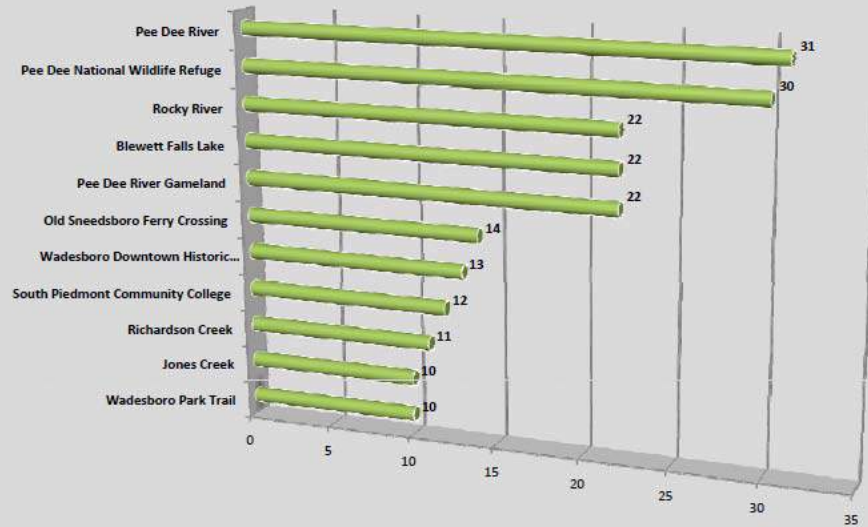
Other: Burnsville





STEWART Anson County is rich in cultural, recreational, and natural resources. Which are the most important to connect into the CTT trail network?

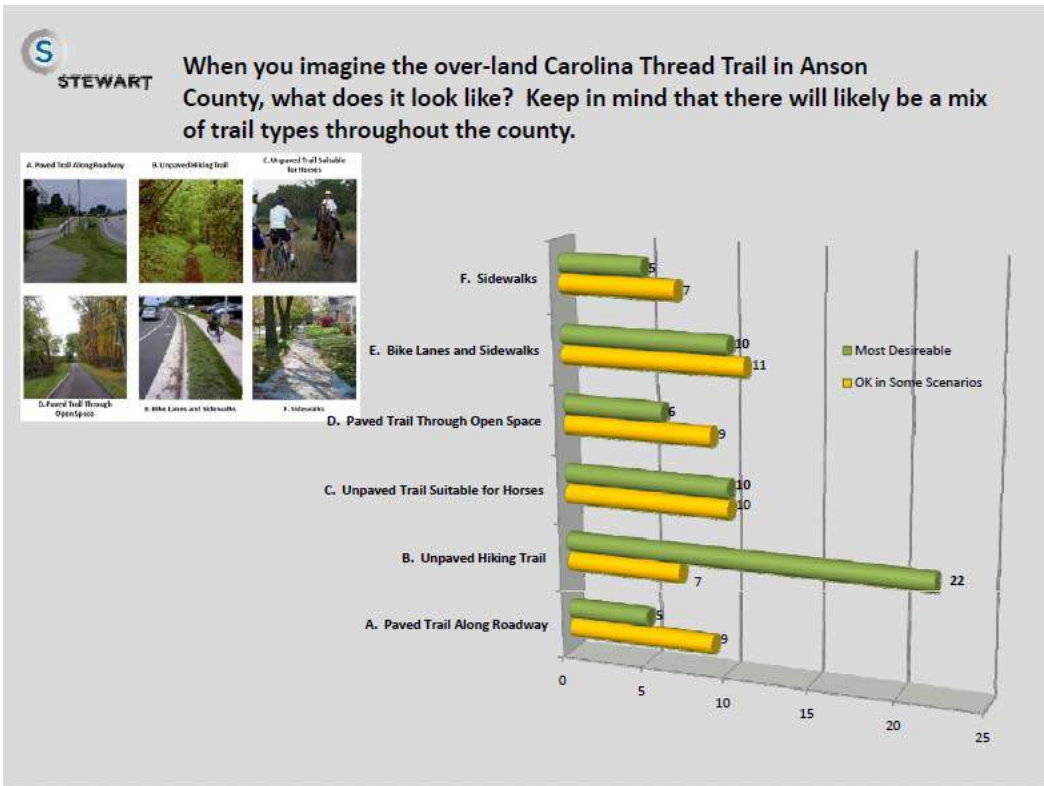
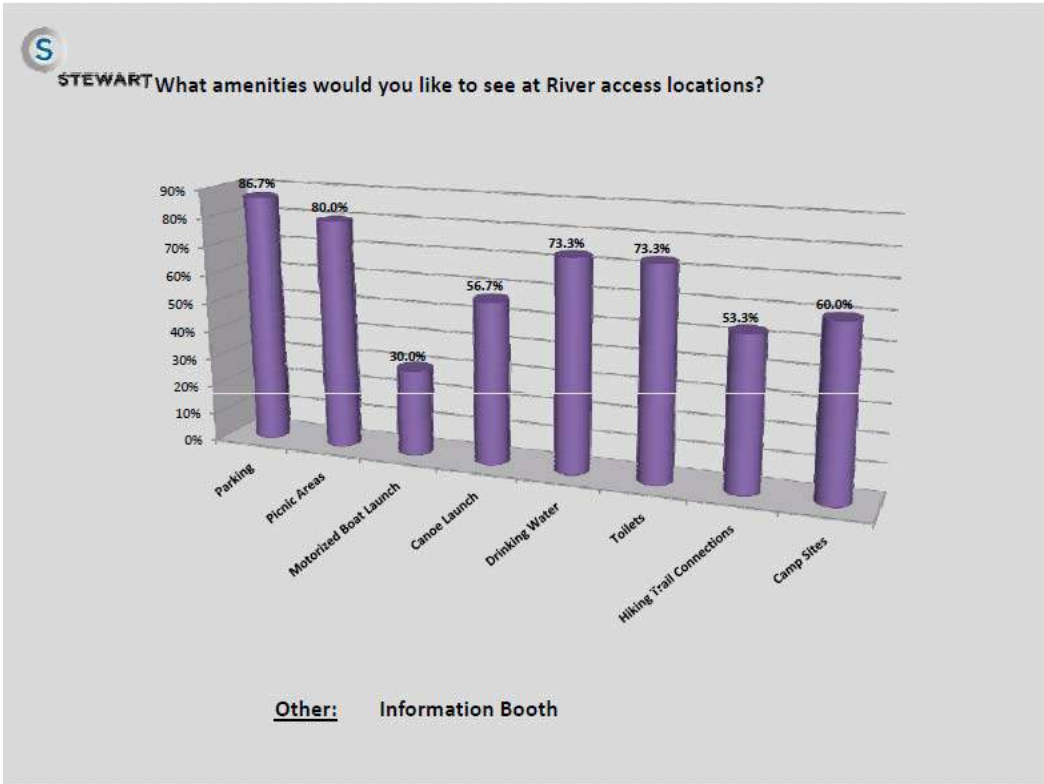
Resources with 10+ "High" Rankings are displayed.



STEWART

The Pee Dee and Rocky Rivers present a unique blueway opportunity (canoeing, kayaking, etc) for Anson County. Where would you like to see put-ins and take-outs along the River or streams?

- Pee Dee Wildlife Refuge
- Between boat landing at Hwy 109N & Blewett Falls Lake
- US 52 at Rocky River
- US 74 at Pee Dee River
- Railroad and Hwy 52N Crossing
- McFarlan
- Near south end of Pee Dee in Anson County
- Low Bridge - Rocky River and Union/Stanly County line
- Existing boat landings
- Sneedsboro





Generally speaking, how strongly do you support the development of trails and greenways in Anson County?

"Moderate"

"I strongly support it."

"It would be great!"

"I highly agree it would be an eye-opening experience"

"Strongly"

"Huge assett"

"I certainly would be supportive - it would be a wonderful way to expose beautiful Anson"

"Very Strongly"

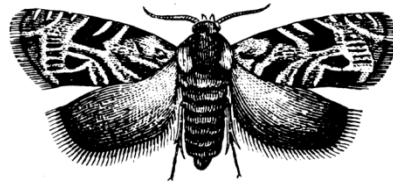
"Very strongly support"

"It's awesome"

"Open space and two rivers are Anson County's most valuable resource!"

"I am keenly interested in a trail system because I have seen how well one has worked in Pinellas County Florida"

** The majority of these responses were submitted by the Anson County Rotary Club*



FOOTNOTES

[1] *Physical Activity & Health. 2nd Edition. Pg 8. Bouchard, Blair, Haskell; 2012.*

[2] *North Carolina Department of Commerce website, "Access NC". Anson County Community Demographics*

[3] *How to Build a Paddle Trail in Your Community: The Development of a Statewide Paddle Trail Model for North Carolina. Trask, Jan E.; 2006. (<http://www.ncsu.edu/nclblueways/PDF/etd.pdf>).*

[4] *Anson County Office of Economic Development. (<http://www.ansonedc.org>)*

