

MAYO RIVER RECREATION ACCESS ACTION PLAN PHASE I



A project of Western Rockingham Rivers and Trails Group

Stoneville - Mayodan - Madison

August 30, 2016

Acknowledgements

Project Sponsors



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Project Manager



Project Consultants



Project Contributors: Western Rockingham Rivers & Trails Group, Mayo River State Park, Towns of Stoneville, Mayodan & Madison.

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EXECUTIVE SUMMARY

Piedmont Land Conservancy received a grant from the Community Foundation of the Dan River Region's RiverBank Fund to create a Lower Mayo River Recreation Access Action Plan for the purpose of improving recreational opportunities and access to the lower Mayo River in Rockingham County. The Mayo River is a tremendous natural asset for the area with potential to provide recreational opportunities for residents and visitors, but access is currently limited due to an active rail line, lack of public ownership of properties adjacent to the river, hydroelectric dams, and steep topography.

This plan assesses existing conditions and makes recommendations for increased access and trail development for the area. The following tables summarize existing assets, constraints and recommendations included in this plan and are more fully described in the following pages.

Existing Nature-Based Public Recreational Assets in Study Area (Phase 1)

RIVER ACCESS	DESCRIPTION	OWNER	STATUS
Business US 220 Bridge Access	Limited parking with no ADA, easy portage, canoe/kayak only	Town of Stoneville	Open
NC 135 Access	Gravel parking lot with no ADA, easy portage, canoe/kayak only.	NC State Parks	Pending
TRAILS			
ROTC Trail at McMichael High School	2 miles	Rockingham County Schools	Open
Madison School Trails (Dillard Elem. and Western Rockingham Middle)	0.75 miles	Rockingham County Schools	Under development
Farris Memorial Park Mountain Bike Trail	3.5 miles	Town of Mayodan	Open
Mayo Mountain Loop Trail	1.8 miles	NC State Parks	Open
PARKS			
Mayo River State Park/Mayo Mountain Access	400 acres with trails, shelters, group camping, fishing pond, and interpretive programs	NC State Parks	Open
Farris Memorial Park	270 acres with active and passive recreation facilities.	Town of Mayodan	Open

There are a number of other community recreation parks and open spaces that are not included in this study because they are outside of the scope of Phase I, such as Elliot Duncan Memorial Park, Idol Park, Nat Wall Park, John Collins Basketball Court and Carlyle Lewis Tennis Courts, etc., in addition to town-operated accesses on the Dan River in Madison. Those parks and open spaces will be included in future phases contingent upon funding.

This study also identifies a number of constraints that challenge opportunities to establish new access points and trails in this section of river, summarized in the table on the following page. Based on existing conditions and past plans, summarized below are recommendations to create and enhance trails, river access and river development.

Mayo River Recreation Access Action Plan

Recreation Constraints

EXISTING CONSTRAINTS
• Norfolk-Southern Railroad Line
• Hydroelectric Dams
• Steep topography
• Flooding potential
• Access to river from downtowns



Plan Recommendations

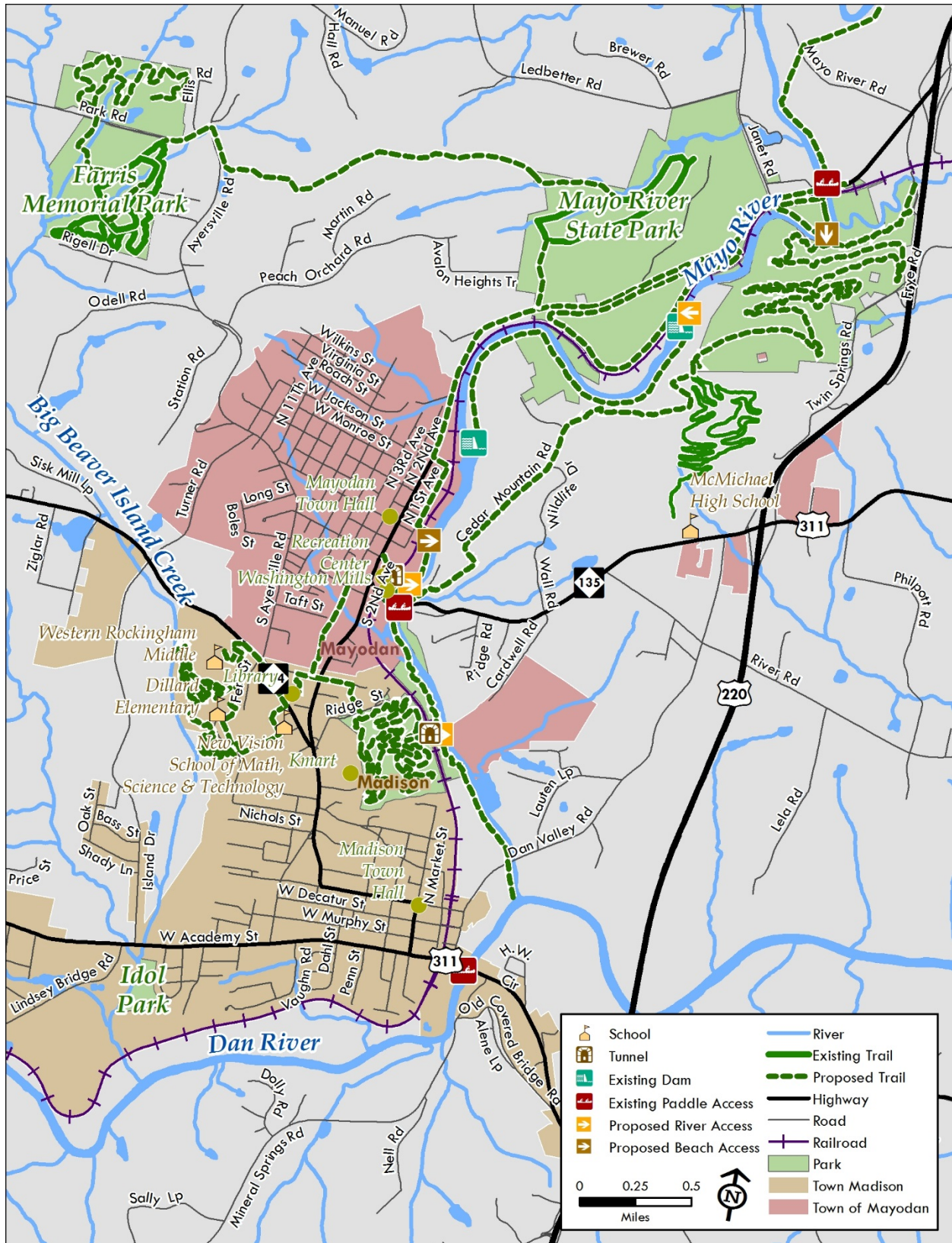
RECOMMENDATIONS – SECTION I	
Trails: New and Improved	Time Frame*
• Lengthen and implement sustainability measures at ROTC Trail at McMichael High School	Short Term
• Establish trail from Madison-Mayodan Public Library and Madison schools to Mayo River	Mid Term
• Build trails on Mayo River State Park Kmart property	Mid Term
• Establish a greenway loop connecting Mayo River State Park to Farris Memorial Park	Mid Term
• Connect downtown Mayodan to Mayo River	Mid Term
• Consider switchback trail along Cedar Mountain to link ROTC trail to the river	Mid Term
• Develop portage trail around two hydro dams	Long Term
Riverfront Development	
• Acquire and develop Washington Mills property into community park and economic asset	Long Term
• Establish swimming beach area on NC State Park property near US 220	Mid Term
River Access (<i>italics = proposed</i>)	
• US 220 Business Bridge on east side of Mayo River	Complete
• <i>Beach Access on west side of Mayo River below US 220 Business bridge</i>	Mid Term
• <i>East side of Mayo River above Avalon dam</i>	Long Term
• <i>End of Jefferson Street in Mayodan on west side of Mayo River</i>	Mid Term
• <i>Tunnel from Madison-Mayodan Recreation Center if Washington Mills property becomes public</i>	Mid Term
• Mayodan Access at NC 135 bridge	Complete
• <i>Tunnel connection to river on Mayo River State Park property behind Kmart shopping center</i>	Mid Term
• US 311 on northwest bank of the Dan River	Complete

*Suggested Time Frame for Completion: Short Term: 0-2 years, Mid Term: 2-5 years, Long Term: 5+ years

The overview map on the following page, shows the above recommendations and where they are located in the plan study area. Further details on specific improvements, key partners and implementation steps are included in the Action Plan Recommendations section. Note that some of the proposed trails are also identified in the Pathways Plan for Recreational Trails.

Mayo River Recreation Access Action Plan

Map 1: Overview of Proposed Features



INTRODUCTION & PROJECT BACKGROUND

Piedmont Land Conservancy received a grant from the Community Foundation of the Dan River Region's RiverBank Fund to create a Lower Mayo River Recreation Access Action Plan for the purpose of improving recreational opportunities and access to the lower Mayo River in Rockingham County. The study area was originally intended to extend from the Business 220 crossing of the Mayo River downstream to the confluence of the Mayo and Dan rivers, and including Big Beaver Island Creek through the town of Madison up to Mayodan's Farris Memorial Park (Map 1). With reduced funding received, the study area for this plan generally focuses on the Mayo River from Business 220 to the confluence with the Dan River. Detailed studies of Big Beaver Island Creek connections will be completed in future phases as funding becomes available.

This plan creates a clear strategy for enhanced trails and river access for the study area, linking natural resources to communities, including proposed trail routes and identified access points. Recommendations will: (1) lead to enhanced tourism development opportunities for these local communities based on their rich natural resources, as directed by their local strategic plans; (2) directly serve the populations of both towns and surrounding rural areas; (3) provide outdoor recreation assets with strong appeal to a much larger number of potential visitors from outside the area. As the County increasingly looks toward tourism to replace a declining manufacturing economy, these opportunities are critical to ensure growth and prosperity.

This phase of the plan represents Sections 1 and 4, which target the portion of the Mayo River from US 220 Business to the confluence with the Dan River and a connection between Farris Memorial Park and the Mayo River State Park.

The plan:

1. Evaluates existing access points and identifies new potential access points
2. Evaluates the opportunity for a greenway or natural surface trail following the Mayo River
3. Prioritizes properties for improved public access for recreational use
4. Plans for landowner outreach for trail easement on prioritized tracts

Ultimately, the study area will create an "emerald necklace" around Madison and Mayodan, connecting several State Park properties, municipal park properties (current and potential), Big Beaver Island Creek ("schools district"), historic downtowns, existing and potential river access points, and NC-designated Natural Heritage sites. Future plans will evaluate connections to Stoneville as well.

The "Overview of Proposed Features map" shows existing facilities and proposed trail and river access locations for the Mayo River Recreation Access Action Plan. The full report includes detailed recommendations for proposed features, with additional information on key partnerships, site descriptions and proposed improvements.

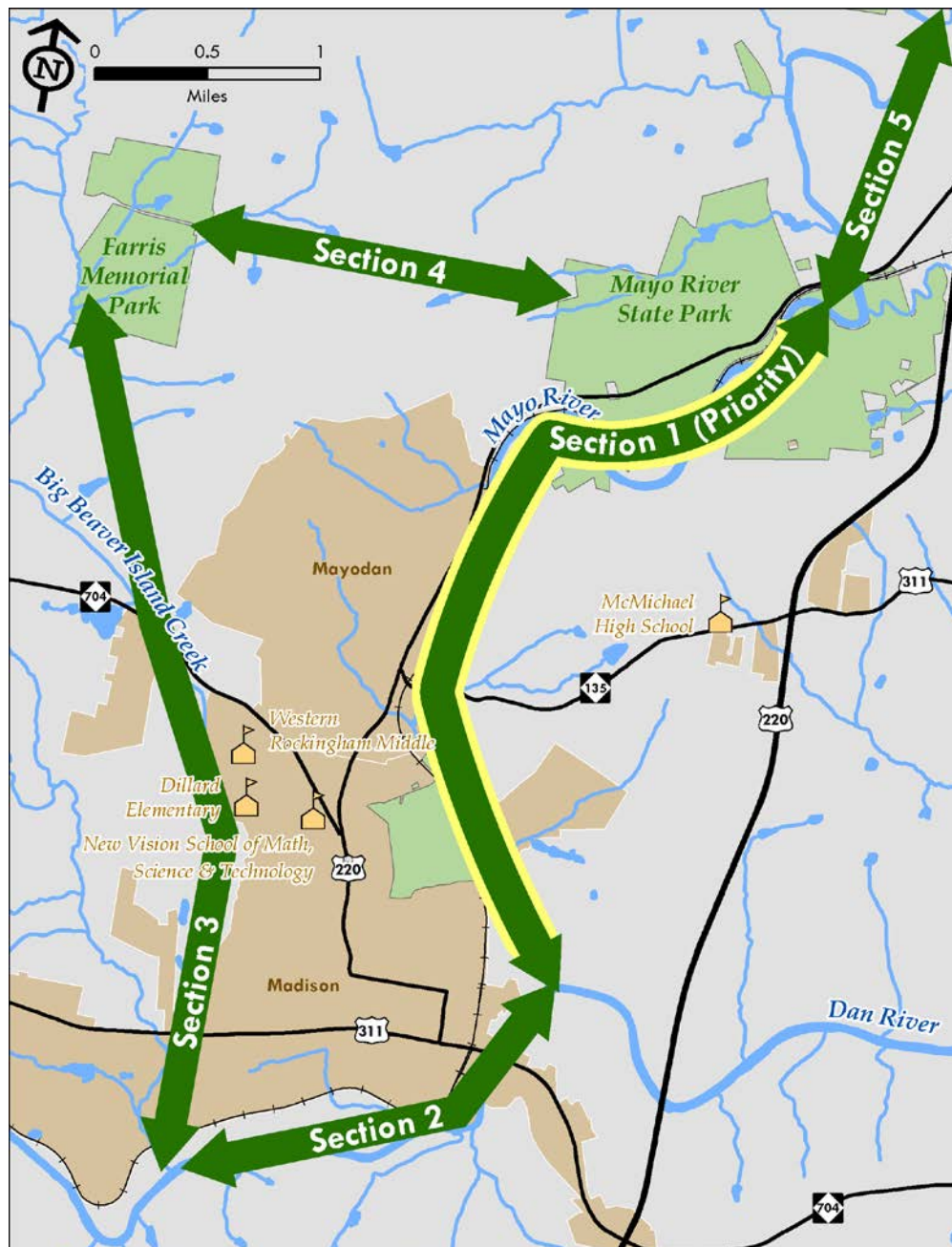
The Mayo River is the primary recreational asset for Mayodan and Madison and surrounding communities. Currently there is very little access to the river in this section due to an active rail line, private ownership, the presence of two hydroelectric dams, and steep topography. In order to grow tourism development in this area, it is critical to expand and improve river access and river-based recreational opportunities. This study will complement and build upon the work of the NC Rural Center's Step Grant, which Madison and Mayodan received in 2012 to design and implement local

Mayo River Recreation Access Action Plan

economic development strategies and a Piedmont Together design workshop completed in 2013 to revitalize Mayodan's downtown and better connect the downtown to the river. Citizen participation in both planning processes identified river access and trails as a high priority for the area. Economic development plans for both towns include utilizing local and outstanding natural resources as a critical strategy to attract new residents, tourists, and businesses.

This Action Plan is a result of a collaboration including the West Rock Rivers & Trails Group; towns of Madison, Mayodan, Stoneville; Piedmont Triad Regional Council; Dan River Basin Association; Mayo River State Park; and Piedmont Land Conservancy.

Map 2: The Emerald Necklace



ABOUT THE MAYO RIVER

The Mayo River, which flows through the towns of Mayodan and Madison, is a significant natural and recreational asset for the area. Originating in Virginia, the river is formed from the North Fork and South Fork of the Mayo Rivers and flows 16 miles through Rockingham County into the Dan River just south of Madison. Currently, the general public has scant opportunities to access to the river along this section. In order to grow tourism development and help revitalize local economies in the towns of Madison and Mayodan, it is critical to expand and improve river access and river-based recreational opportunities.

The Mayo River has long been favored by boaters and utilized by local communities, particularly as a resource for hydro power and recreation, but access has been limited due to land ownership patterns, an active rail line, and topography.

[History of the Mayo River State Park \(provided by Dr. Lindley Butler\)](#)

Over several decades in the late twentieth century there were sporadic efforts to preserve the Mayo River valley by different citizen groups organized to prevent proposed dams or to acquire the river corridor. In November 2002 the Rockingham County Commissioners approved a resolution proposed by the Greensboro Open Space Committee in support of the proposed Haw River State Park.

County Manager Tom Robinson asked Lindley and T Butler, two of the founders and officers of the newly formed Dan River Basin Association (DRBA), to submit a resolution proposing a Mayo River State Park. The resolution was passed by the county commissioners in December and sent to North Carolina State Parks in Raleigh. State Parks replied in January 2003 that they did not “have the resources” for another park. Robinson then asked DRBA to take on the project. The Butlers and DRBA president Jeff Johnston accepted the challenge.

A Mayo Park committee was formed, chaired by Lindley Butler. Its strategy was to secure resolutions of support from all municipalities, the chambers of commerce and civic organizations, introduce legislation, and sponsor a preliminary study for a park master plan. By April, funds had been raised to hire a planner for the park study. On May 31, 2003 a bill establishing Mayo River State Park passed the legislature.

Johnston and Butler contacted about three dozen landowners, representing over 2000 acres, who agreed to proceed with the appraisal process with no obligation. That summer DRBA guided state parks staff on two surveys of potential park properties, including tracts that included Fall Creek Falls, the scenic overlook on Cedar Mountain, the old Mayo Park facility, the Class 3 Anglin Mill Falls, and a trip on the entire river from Anglin Mill to the confluence with the Dan. State Parks contracted with Piedmont Land Conservancy, a regional land trust, to facilitate the appraisal process. Hosted by DRBA, State Parks held an open meeting in Mayodan on March 30, 2004, inviting some 200 landowners along the river corridor. By the end of the year over 800 acres had been acquired.

In 2005 University of Pennsylvania Professor William Whitaker contacted Butler about the old Mayo Park buildings that had been designed by internationally noted architect Antonin Raymond. DRBA arranged a meeting with Whitaker and state park officials that resulted in these historic structures’ being preserved and restored.

Mayo River Recreation Access Action Plan

The total area of the park soon reached about 2,000 acres, and the interim facility opened at Mayo Mountain Access in 2010. In 2016 state parks acquired a crucial river tract that preserves over three miles of river corridor, enabling the park to develop riverside park facilities.

[Mayo River State Park Today](#)

Today Mayo River State Park consists of its centerpiece 400-acre property at the former Mayo Park with picnic facilities, fishing and hiking, as well as a number of other smaller tracts up and down the river. However, there currently is limited open public river access for water-based recreation on Mayo River State Park properties.

While Madison and Mayodan are small towns, with populations of less than 2,500, there are almost 1 million people who live within 50 miles of the Madison/Mayodan area, representing significant opportunities to attract day visitors. In its “river country” campaign and the Rockingham Rivers Guide, the Rockingham County Tourism Development Authority recognizes and markets the Mayo River as one of the key destination attractions in Rockingham County. In order to be fully available for recreational use, however, the river needs improved access points and established connections between public properties.



NC 135 Bridge on the Mayo River

STUDY AREA BACKGROUND

The commercial, industrial, cultural and recreational life of western Rockingham County has long been closely connected with the landscape. Native Americans used the Mayo River to acquire food and today, there are a number of preserved fish traps and rock dams in the river which serve as testament to the engineering skills of the first inhabitants of what came to be known as North America. Extensive tobacco cultivation, marketing and manufacturing have taken place in the region since the post-Revolutionary times. As tobacco cultivation dominated the economy through the 19th Century, industrial enterprises such as textiles and tobacco manufacturing grew along the rivers and in the valleys. The Mayo River and other rivers in the Piedmont were the source of power and water for textile and furniture manufacturing going back generations. As manufacturing and supply chain logistics changed over the 20th Century with globalization, this negatively affected manufacturing jobs in the North Carolina Piedmont and all over the United States.

The area's connection to the landscape has not ended with the demise of wide scale tobacco and textile production, it has only changed. Changes in the economy bring the need for newer and more sustainable utilization of landscape resources. Today, Western Rockingham County has many of the natural and built assets that can make it attractive to recreationalists.

The rivers and scenic landscapes are a draw for low impact recreation such as boating, fishing, hiking and bicycling, but there are challenges for implementing facilities with direct access to the Mayo due



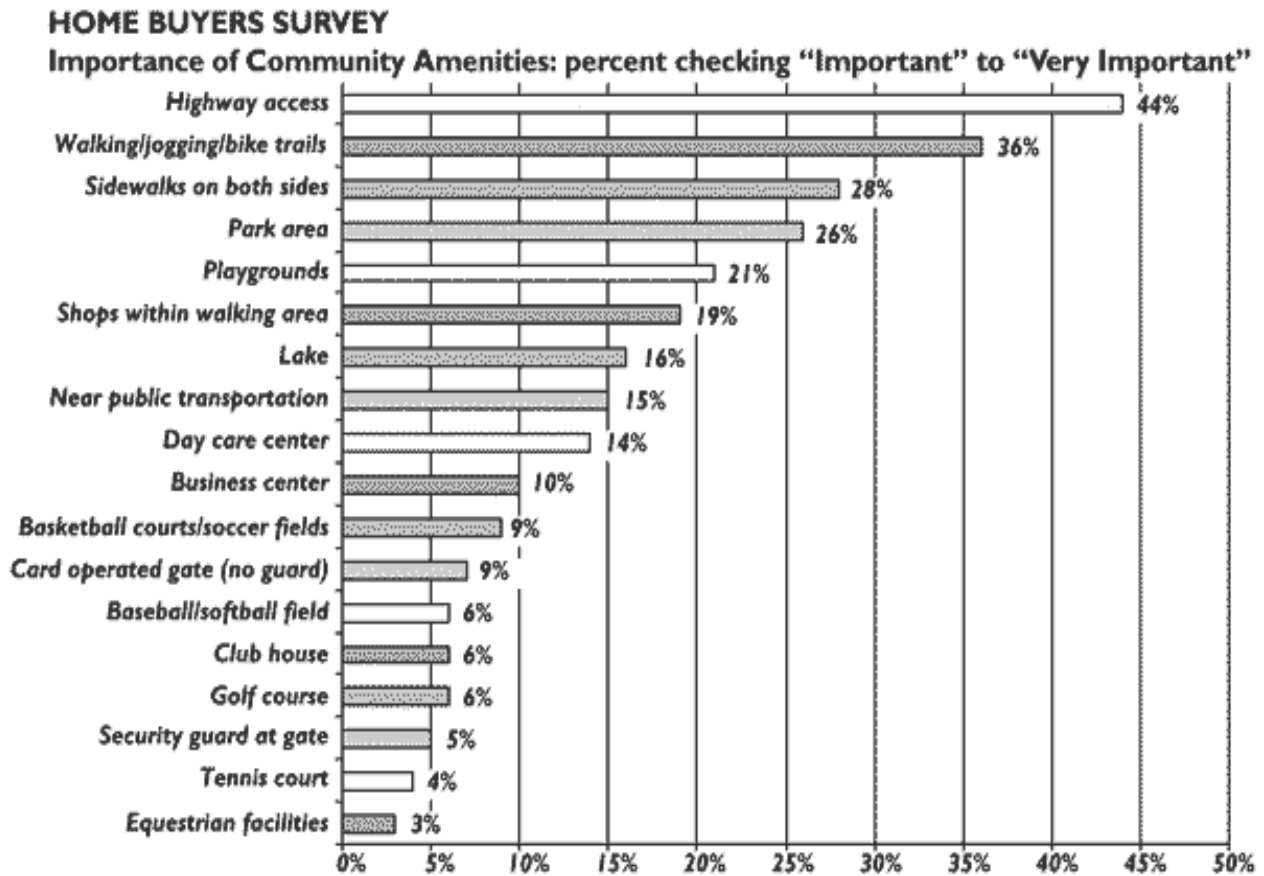
to steep slopes, an active rail line and ownership patterns. US 220 provides easy access to nearby large urban areas in the Triad and Triangle, where increased populations of younger professionals seek out adventure and nature-based recreation. Local landscape assets combined with the small town charm of Mayodan, Stoneville and Madison, create a great opportunity for low impact, family friendly tourism and visitation to the area.

Palmer McIntyre and Jenny Edwards Discussing the Mayo River Recreation Access Action Plan at the Mad Bean – Madison (W. McGee)

PUBLIC DESIRE FOR TRAILS

A 2002 survey of homebuyers co-sponsored by the National Association of Home Builders and the National Association of Realtors found that trails came in second only to highway access in the list of priorities of respondents. While ball fields, golf courses, and tennis courts were included in the options, those amenities ranked much lower.

Figure 1: Home Buyers Survey on Community Amenities (American Trails, 2002)



Increasingly trails are desired by home buyers. A 2007 survey by the National Association of Home Builders (NAHB) reported that trails are the #1 amenity sought by first time home buyers. A follow up 2013 NAHS report found that the proximity of a walking/jogging trail would seriously influence the purchasing decision of 60% of all home buyers.

PREVIOUS PLANNING EFFORTS

This Recreation Access Plan builds upon the work of the NC Rural Economic Development Center's NC STEP Program and a Piedmont Together design workshop. In 2012, Madison and Mayodan received STEP grant funding to design and implement local economic development strategies. The Piedmont Together design workshop was completed in 2013 with a plan for revitalizing Madison and Mayodan's downtown and better connect the downtowns to the river. Citizen participation in both planning projects (NC STEP and Piedmont Together) identified river access and connecting trails as a high priority for the area. Economic development plans for both towns include utilizing and connecting local outstanding natural resources as a critical strategy. Summary of NC STEP Program & Piedmont Together Recreation Recommendations:

1. Develop new river access points and improve appearance of existing access points
Status Update: River access in Mayodan on NC 135, new river kiosks at each river access in Madison, replacement of dilapidated steps at 704 access, and shoring of steps at Lindsey Bridge.
2. Connect local outstanding outdoor and recreational destinations, including the river, parks, schools, and downtowns.
Status Update: A recreational trail connecting the 3 schools in Madison is underway.
3. Establish a local trails and rivers support group
Status Update: Western Rockingham Rivers and Trails (WRR&T) group formed and continuing to meet and have a positive impact on river & trail development in Madison and Mayodan.
4. Develop new trails on public properties located at Farris Memorial Park and Mayo River State Park.
Status Update: 3.5 miles of mountain bike trail completed at Farris Memorial Park.
5. Establish a community park in Mayodan on the river (former Washington Mills property) to serve as a regional focus point for river access.
Status Update: Town of Mayodan is seeking multiple resources to improve the site.

In addition to accomplishments listed above, a mountain bike club has been established at McMichael High School. The accomplishments were made possible by the following supporters: REI, Reidsville Area Foundation, Lowe's Home Improvement, Rockingham County Community Foundation, Community Foundation of the Dan River Region, Duke Energy Water Resources Fund, Hands On Charlotte, Dan River Basin Association (DRBA), Town of Mayodan, Town Madison, NC STEP, and The Conservation Fund. DRBA provided grant writing services, technical advice and/or project management on each of the projects.

This report takes findings from these previous studies, incorporates additional public input gathered as part of this process, along with field work that evaluated possible trail connections and existing and potential river access points, and proposes a number of recommendations related to new trails, parks, river access and other ideas to expand river-based access and recreation for this section of the Mayo River.

INVENTORY OF RECREATION ASSETS AND PLANS

Rockingham County Pathways Plan Summary

The 2013 Rockingham County Pathways Plan identified conceptual and pilot projects for Rockingham County. The following pilot trail projects, in no particular order of importance, were identified and prioritized by Pathways Plan stakeholders (trails within the study area of this plan are in **bold**):

1. Belews Lake Area and Knight Brown Preserve
2. Smith River Greenway to Railroad Trestle (Eden)
- 3. Madison Schools to Idol Park/Dan River (Madison)**
- 4. Mayo River State Park to Farris Memorial Park and Memorial Park Mountain Bike Trail (Mayodan)**
- 5. Stoneville Town Park to Mayo River (Stoneville)**
6. Jaycee Park Trail to Reidsville Lake (Reidsville)
7. Wentworth to Chinqua Penn Trail (Wentworth)
8. Rockingham Community College, Governmental Center, Animal Shelter and UMAR at the Roc (Wentworth)

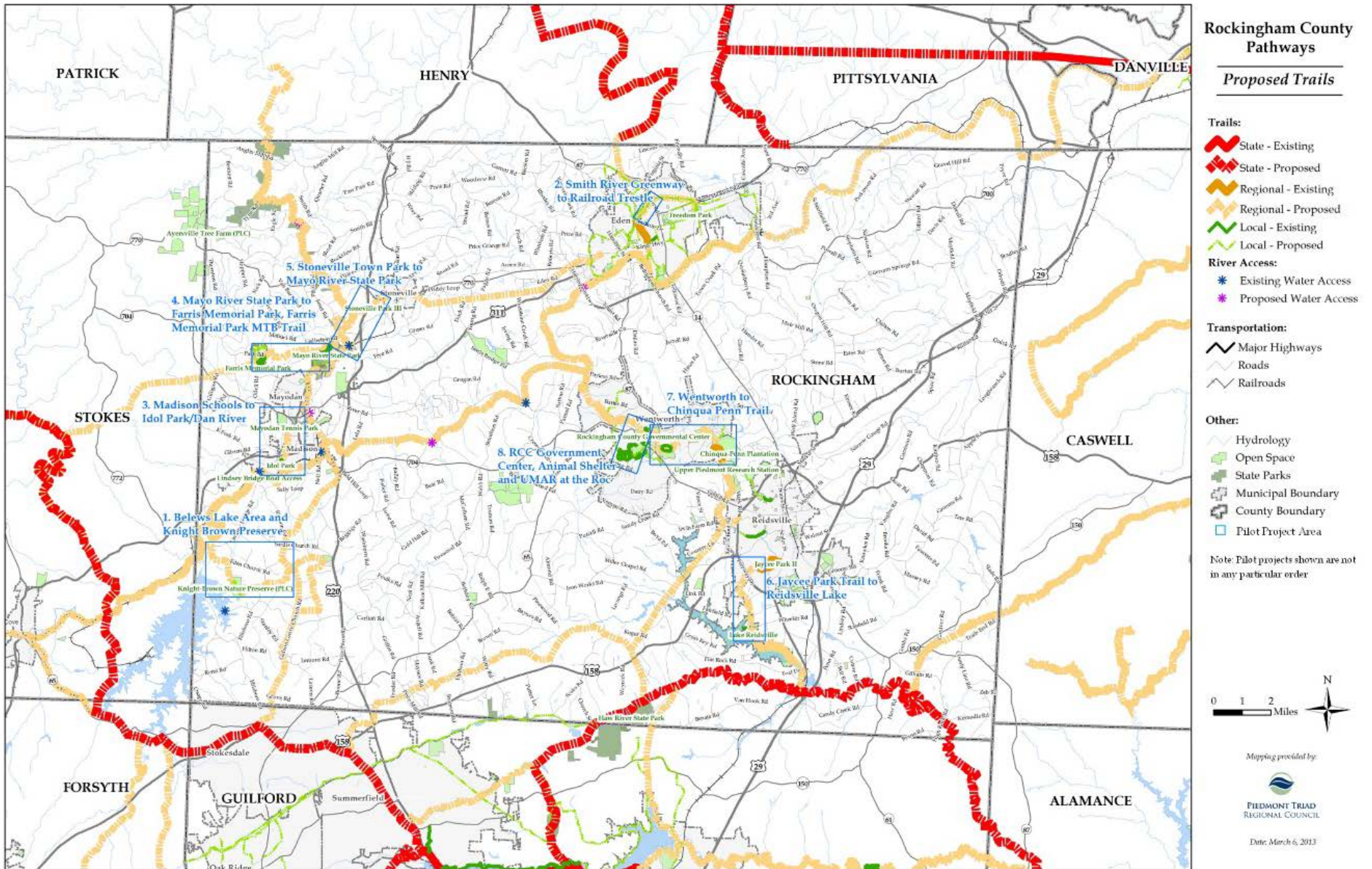
The map shown on the following page includes conceptual trail recommendations for all of Rockingham County and for Stoneville, Mayodan, Madison and Mayo River State Park area. The County and Towns, with direct support and facilitation by DRBA have been working to implement the *Pathways Plan* since its adoption in 2013. Implementation has been active at the Knight Brown Preserve (Piedmont Land Conservancy), Farris Memorial Park (located in Mayodan, Stoneville, Wentworth, Lake Reidsville and some other locations.



Youth Mountain Bicyclist at Farris Memorial Park (Sean Barb)

Mayo River Recreation Access Action Plan

Figure 2: Rockingham County Pathways Plan Map (2013)



Mayodan Piedmont Together Community Design Workshop Report Summary

The Mayodan Piedmont Together Workshop report gives a detailed summary on the future development of Mayodan that will encourage its continued growth. Through workshops and meetings, community stakeholders' desires and insights on the possible future directions of Mayodan's economical and recreational growth were gathered. Key citizen suggestions that will encourage recreation activities throughout Mayodan with specific focus on the Mayo River are listed here:

- Establish access points along the river for recreation water activities such as fishing, boating, canoeing, kayaking and paddling.
- Establish access point along river at the Washington Mills site, state park, the end of Jefferson St. and Utility Road.
- Create river walks and trails that emphasize the significance of nature.
- Connect the Mayo River State Park to downtown via trails.
- Incorporate pedestrian transportation walkways.
- Increase sidewalks and streetlights further out of downtown to accommodate walkers.
- Encourage riverfront development.
- Increase accessibility to river via dam portage.
- Build an outdoor center/canoe rental.
- Build a museum/visitor center/art center.

This reports highlights that recreation is the best way to reach residents and to attract visitors. Tapping into surrounding areas and the Mayo River will establish connections with education, history, nature, the State Park, residents and visitors.



Madison Downtown Streetscape Improvement Plan

The Town of Madison through the NC STEP process developed a Downtown Streetscape Improvement plan, which was completed in the winter of 2015. The plan was focused primarily on building use and land uses in the central business district. However, key goals that align with recreation include: improve pedestrian, bike and health facilities, improve signs and wayfinding and increase and improve parks and open space. Streetscape plan action items related to key recreation related goals include:



Market Street Sidewalk at Mad Bean (J. Edwards)

- Use Duke Energy grant funds to install bike racks;
- Identify funding for a wayfinding study;
- Include street trees, planters, seating, playground and other recreational features at vacant or underutilized lots in the downtown area;
- Apply for a pedestrian/bike planning grant from NCDOT



Design Concept #3 (Sketch)
Market Street Entranceway Improvements



Other improvements suggested in the plan include improvements to transit access, façade improvement grants, public art, develop a more welcoming a gateway to the Town and improve lighting, appearance and trees/furnishings.

Rockingham County Tourism Bureau Trails and Greenways Asset Inventory

Bridge Street Recreation 319 N. Bridge Street; Eden, NC 27288 • 2 tracks (1/6 mile, 1/4 mile)	Mayo River State Park 500 Old Mayo Park Road; Mayodan NC 27027 336.427.2530 • Long Trail 1.8 mile loop • Short trail 1/2 mile loop
Chinqua-Penn Walking Trail 2138 Wentworth Street; Reidsville, NC 27320 • 1.7 mile loop trail - Located on the Upper Piedmont Research Station next to the Historic Chinqua-Penn Plantation.	Morgan Road Community Park Orchard Drive; Eden, NC 27288 336.623.1226 • 4 tracks (1/4 mile—1/2 mile)
Draper Recreation Center 1720 Mill Avenue; Eden, NC 27288 • 1/4 mile track	Rockingham Community College NC Hwy 65; Wentworth, NC 27375 336.342.4261 • 1/4 mile track • 5 miles of Walking Nature Trail
Farris Memorial Park 2919 Park Road; Mayodan, NC 27027 • 1 mile loop trail • 3.5 mile mountain bike trail	Rockingham County Animal Shelter Trail 250 Cherokee Camp Road Reidsville, NC, 27375 • 1/4 mile loop nature trail
Freedom Park 121 N. Edgewood Road; Eden, NC 27288 • 1/4 mile track • 1 mile track	Rockingham County Veterans Park NC Hwy 65; Wentworth, NC 27375 • 1/2 mile trail
HK Griggs Park 400 Marcellus Place; Reidsville, NC 27320 • 1/4 mile track	School Loop Trail Carmel Street; Madison, NC 27025 336.548.9572 • 1/5 mile track
Haw River State Park 339 Conference Center Drive Brown Summit, NC 27214 • 8 miles - multiple trails	Sherwood Greenway 1450 Sherwood Dr Reidsville, NC 27320 • 3/4 mile trail
Idol Park Westview Drive; Madison, NC 27025 • 1/2 mile paved trail	Stoneville Memorial Park 100 Priddy Drive; Stoneville, NC 27048 336.548.9393 • 1/4 mile track
Jaycee Park Trail (Reidsville Greenway) 125 Jaycee Park; Reidsville, NC 27320 • 1.3 mile trail connecting Jaycee Park with the Jaycee Ball Park fields	Smith River Greenway (Island Ford Landing) Meadow Road; Eden, NC 27288 336.623.2110 • 1.7 mile trail
Knight Brown Preserve 221 Waterfield Lane, Stokesdale, NC • 3 miles of hiking trail	YMCA - Eden 301 S. Kennedy Avenue; Eden, NC 27288 336.323.8496 • 1/2 mile track
Lake Reidsville 630 Water Works Rd. Reidsville, NC • 1 3/4 mile of natural surface trail	YMCA - Reidsville 504 S. Main Street; Reidsville, NC 27320 336.342.3307 • Walking track
Madison/Mayodan Recreation Dept. 300 S. Second Avenue; Mayodan, NC 27027 • 1/4 mile paved trail	

PLANNING PROCESS & PUBLIC INVOLVEMENT

The planning process was guided by West Rock Rivers & Trails Group (WRR&T). Formed in 2014 the WRR&T is interested in promoting outdoor recreation in Western Rockingham County. A kick-off meeting was held in January of 2016 to identify key areas of opportunity and constraint for recreation access in the study area. The entire public was invited. Based on feedback from the kick-off meeting with the WRR&T, field work was conducted in the study area to verify opportunities and constraints. Additional public input was received in April 2016 at an open house workshop in Madison, the following key questions were asked (summary of answers shown below each question):



WRR&T Committee Members Review Lower Mayo River Maps at the Mad Bean in Madison (Jenny Edwards, DRBA)

1. If the Washington Mills site was in public hands, what type of development would you like to see?

Community garden, farmers market, sand volleyball courts and volleyball tournaments, environmental education playground, historical features/monuments/museums, walking trails and some type of connection to the Town.



2. In thinking about what we have going for us - rivers, beautiful forests, local restaurants and shops - what kind of outdoor recreation do you think would bring visitors to the area?

Zip line, rope courses, hiking trails, bicycling pathways, access to the river for activities such as paddling and fishing, camping grounds with cabins, picnic areas with shelters, swings and trails that are handicap accessible and lastly entertainment near the river.

3. a) What kinds of partnerships do we need to develop for more outdoor recreation? b) How do we reach out to those people, businesses, and groups?

Participants voiced the need to partner with public and private land holders. It was also suggested to seek support from corporations with a local presence such as Bridgestone and Pine Hall Brick.

Word of mouth advertisement and communication with business leaders, hosting events that bring people together, forming a partnership between Madison and Mayodan and team building activities.

4. What areas in Mayodan and Madison should be linked with trails/sidewalks?

Link Madison and Mayodan together along the river and to campsites with a trail, link Mayodan to the Mayo River State Park possibly via sidewalk and trails, connect Dillard Elementary School to Farris Memorial Park and to Idol Park. In an effort to deal with private land owners it was suggested that a committee be formed whose purpose would be to negotiate trail corridors.



T. McGee Describes Maps to Open House Meeting Participants in April 2016

EXISTING CONDITIONS REVIEW

The existing conditions of the corridor were analyzed strategically to build upon and not duplicate previous and ongoing efforts. Environmental constraints and opportunities were considered in order to: (a) focus field work where appropriate; (b) identify opportunities that may reduce the cost of implementation; and (c) make recommendations that successfully address constraints and obstacles along the corridor. Previous plans and existing recreational assets were also analyzed to build off of those plans, efforts and partnerships.

OPPORTUNITIES AND CONSTRAINTS

The close proximity of local towns to the State Park and river is unique in the area and region. This area of the Mayo River represents an opportunity to connect historic downtowns with extensive natural assets – the Mayo River itself, Mayo River State Park, Farris Memorial Park and more. These factors can permit local towns to better capitalize on this proximity by offering tourism and hospitality services to visitors nearby to the recreation assets themselves.



An aerial view of the Mayo River, the Washington Mill site, downtown Mayo and Mayo State Park in the distance shows close relationships among local natural and recreational assets. (Piedmont Together)

Though opportunities to connect the various trails and resource assets are constrained

by landownership and use, there are plentiful opportunities for destination, loop trails that will attract visitors. High priority should be placed on the development of these opportunities, with an eye toward fostering increased connectivity among these resources in the future.

Opportunities to connect the towns and other public lands to the Mayo River are limited by a number of constraints that are important to consider with limited public resources available to catalyze recreational access.

OPPORTUNITIES

General Opportunities

River Opportunities: The river itself offers a number of potential outdoor recreational opportunities including fishing, canoeing/kayaking, swimming, and tubing. The Mayo has limited technical water to attract advanced paddlers, though there are some notable exceptions, such as 'The Boiling Hole' upstream from town. The river is, however, a great resource for beginner paddlers and groups. Fishing, swimming, tubing are also beginner friendly activities that can be attractive to a large segment of the general population. There could also be a water "play" area for kayakers in the river just above the NC 135 bridge, due to different rock formations creating various wave and current features.



Mayo River Near US 220 Business

Trail Opportunities: There are mountain bike and/or hiking trails at Farris Memorial Park (known as Mayodan Mountain Bike Trail), Mayo River State Park, and McMichael High School. Trails are under construction at Dillard Elementary, New Vision Elementary, and Western Rockingham Middle School. (Each of the sites mentioned have potential for more trails.) These trails cover a range of skill levels and design standards. For instance, Mayodan Mountain Bike Trail is for the beginner to intermediate rider, whereas the ROTC Trail is more strenuous and suitable for an advanced rider and offers outstanding views from Cedar Mountain. There are further trail opportunities on State Park properties such as the Business 220/Hwy 220 parcel and the "K-Mart" parcel. Developing the resources as progressive trails that can provide a wide range of user skill levels is important to attract a broad range of visitors. The State Park properties between the river and Business 220 are particularly well suited for the development of beginner level mountain bike trails. This level of trail would be a great attractor for young families.

Rock Climbing Opportunities: Rock climbing is a popular active pastime that will attract visitors from a wide area. A 2016 study led by the University of Kentucky in Red River Gorge found that rock climbers spent \$3.6 million annually in the 6 surrounding counties of the Gorge. Moreover, 86% of the visiting climbers originated from out of state which means that local and state taxes on goods and services were generated by non-residents. (Source: <http://www.utc.edu/health-human-performance/pdfs/climbingimpact16.pdf>.) Though there is little natural rock available in the current study area, there are many opportunities for artificial rock climbing and bouldering structures and facilities adjacent to the river and town at the Washington Mills site.

Site Specific Opportunities

Mayo River State Park - Presently, the Mayo Mountain property of the Mayo River State Park has two main trails, the Mayo River Mountain Loop Trail (1.80 miles) and the Mayo River Track Trail (.5 miles). Recent and future acquisition of land will allow the park to expand and join established park lands together. Plans for recently acquired land include providing space for camping, hiking, picnicking, and fishing. This land expansion will potentially increase recreation in the area while also drawing a more diverse audience to the Park. The Park is currently reviving its Friends of Mayo River State Park group and considering adding additional governmental seats to its Advisory Board to best represent

the communities that surround the Park. These two affiliate groups can help advise and inform the development of the Park's master plan.

Tunnels under the Rail Line – There is an existing tunnel in Mayodan underneath the railroad track that connects the Madison-Mayodan Recreation Center to the Mayo River at the Washington Mills property. This tunnel is currently closed. Because the railroad limits access to the river, tunnel connections such as this are critical to provide direct access to the Mayo River. There is another tunnel under the railroad line on the Kmart property recently acquired by the Mayo River State Park in Madison.

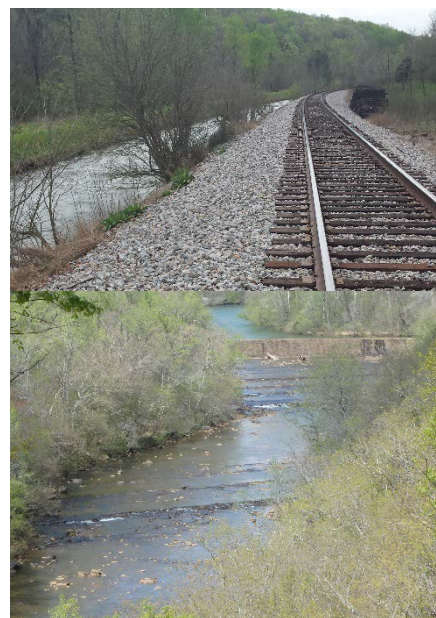
Sandy Beaches - There are a couple of sandy beaches between US Business 220 and the confluence of the Dan River which create highly accessible and aesthetically pleasing places for people to access the river for wading, swimming and canoeing/kayaking. The largest sandy beach is close to the US 220 Business bridge over the Mayo River and is owned by Mayo River State Park. Located along the west bank of the river, this beach is easily accessible by river or a gravel drive off of US 220 Business. The other sandy beach is located along the west bank of the river just north of the NC 135 bridge and adjacent to the old Washington Mill Site.

CONSTRAINTS

Establishing a walking trail following this portion of the Mayo River and increased access to the river presents a number of natural and human-made challenges summarized below:

Norfolk Southern Railroad Line – The primary constraint to river access from the west side is the railroad operated by Norfolk Southern Corporation. For much of the distance along the Mayo River from the US 220 Business crossing to the confluence with the Dan River, these tracks are situated on steep slopes between the highway and water's edge, essentially cutting off pedestrian access to the river and leaving little available right of way along the river. This is a busy rail line, with a daily average of six unit trains, >50 cars long carrying commodities such as coal ethanol, petroleum, grain, and automobiles.

Hydroelectric dams – Two hydroelectric dams and their associated canals - located in between the US Business 220 bridge and the NC 135 bridge - are an additional constraint to a walking path on the west side of the river as well as a constraint to a continuous paddle trail. These dams prevent paddlers from completing a river trip from the access near Stoneville to the accesses in Mayodan and Madison. There is no public and managed portage between the Stoneville and Mayodan access locations. While it is physically possible to create a portage trail, banks are quite steep on this section of the Mayo River and there is scant room for a riverside trail between the rail line and the canals. The dams were originally constructed to generate power for two cotton mills—Mayo Mills in Mayodan (later Washington Mills) and Avalon Mills, originally established in the 1890s, and the dams are still in operation today, managed by Piedmont Hydro Technologies, LLC, and are a source of renewable electricity generation.



Railroad and hydro-electric dam race (top), view of the historic Avalon Dam (bottom); (W. McGee (top) PTRC (bottom))

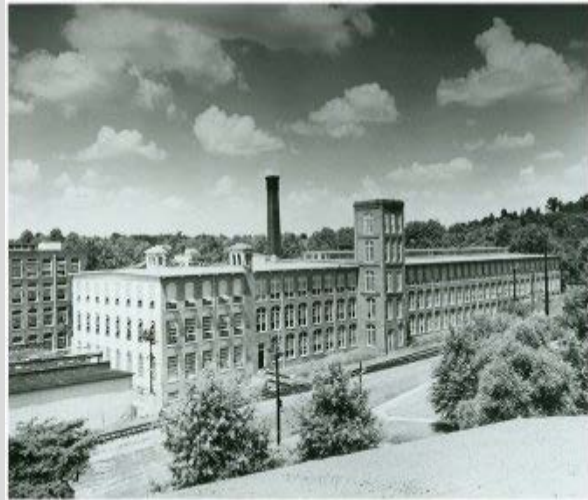
Topography – Another constraining factor to a river-side trail are the steep cliffs on the eastern side of the Mayo in between the US Business 220 bridge and the NC 135 bridge (as mentioned above). Any trail development would require switch backs from a trail along the top of the ridge to water level as well as deep benching or extensive boardwalks and stairs.

Flooding Potential – Due to topography and a relatively narrow channel, the Mayo River is occasionally prone to significant flooding, presenting constraints to riverfront development due to regulations around building infrastructure in the floodplain. Any structures in this area would need to be designed to divert flow to withstand periodic flooding and would require a lengthy permitting process.

Access to the River from Developed Areas - Connections between the commercial areas of Mayodan and Madison and the Mayo are not well developed. Several roads and gravel drives access the river area, but parking and designated pathways are limited and constrained by land use and topography. Sidewalks do connect the Madison-Mayodan Recreation Center along Hwy 135 across the river to the newly established Mayo River State Park access on the eastern side of the Mayo. However, there are no designated river accesses on the Towns' side of the river.

History of Washington Mills

Washington Mills, initially established in 1896, was once the center of life in Mayodan employing approximately half the town's residents (about 1,500 people). Initially, the mill produced yarn with later production expanded to include yarn for hosiery, cotton underwear, athletic shirts and union suits during the early twentieth century. In the 1970s Washington Mills faced financial hardships and competition from foreign industries. Tultex, a textile company based in Martinsville, VA, bought the mill in 1982. Later in 1999 the mill closed. Washington Mills was placed on the list of National Register of Historic Places, but after purchase by a recycling company, the historic main mill building was dismantled in 2012. The site has a newer warehouse still standing, but the old mill building is now in debris piles across the property.



(Sources: Washington Mills. National Register of Historic Places Registration Form. U.S. Dept. of Interior National Park Service. Web. 2015. www.hpo.ncdcr.gov/nr/RK1471.pdf & Washington Mills, Mayodan. James Library Rockingham Community College. Web. 2015 www.rockinghamcc.edu/library/mill/washingtonmills.html)

ACTION PLAN RECOMMENDATIONS

SECTION 1 - TRAILS: CONNECTING COMMUNITY ASSETS

With historic downtowns, a scenic river, local parks and State Park properties all located in close proximity, this area of Rockingham County represents a tremendous opportunity to make a trail and greenway network to better connect these local assets. Establishing these connections is a clear public priority for local residents and could result in the creation of a true "Trail Town" culture that includes a higher quality of life for residents and economic development through tourism and attracting businesses.

Imagine connections between the Mayo River State Park, Farris Memorial Park, civic, historic and economic centers in Madison and Mayodan, and the Mayo River. This is the "Emerald Necklace" described in the introduction. When considering a trail along the Mayo River itself, connectivity across the railroad tracks at strategic locations is critical.

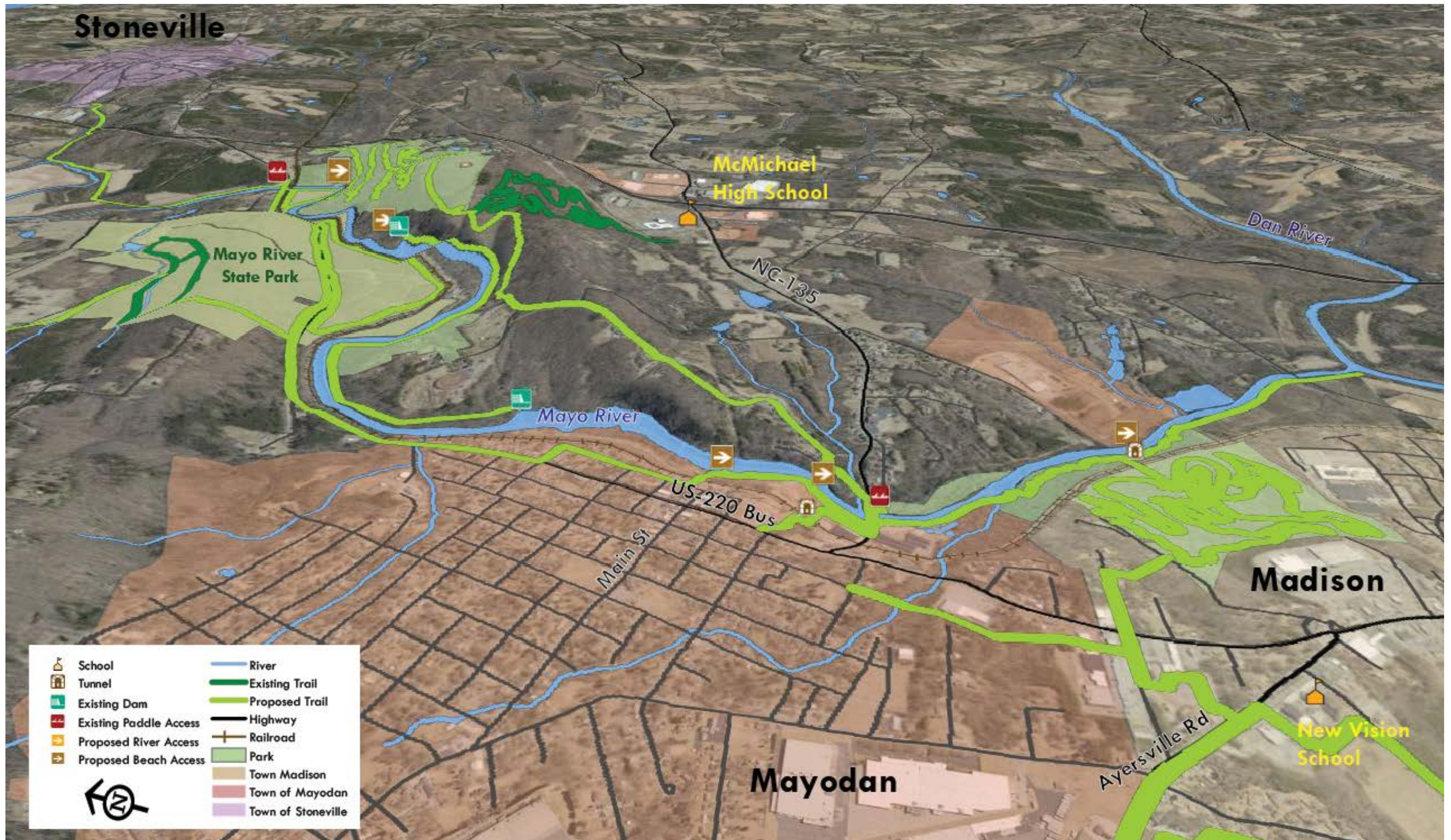
This plan specifically recommends the following trail systems and connections and these are shown in *Map 2: Section 1 Trail Overview*:

1. Lengthen and, through some re-routing, provide for long term sustainability of the ROTC Trail at McMichael High School
2. Establish trails from the Madison-Mayodan Public Library and Schools to Mayo River
3. Build trails on the Mayo River State Park Kmart property that connect to the Mayo River
4. Establish a ridgeline trail connecting Mayo State Park and Farris Memorial Park
5. Create a trail to connect downtown Mayodan to Mayo River State Park
6. Consider a switchback trail along Cedar Mountain to link ROTC trail to the river

There are opportunities to foster local hike/bike culture by holding events at trails and key destinations. These recommendations build from prior recommendations from other plans such as the Piedmont Together Community Design Workshop and the County Pathways Plan:

- Trail development needs to include use for horses where appropriate. Many people own them in the area, and horse trails could be an attraction for other horse owners looking for places to ride.
- Trail surfaces could be natural surface initially and, depending on use and location, may transition to asphalt as needed.
- Towns should consider applying for grant funds for Safe Routes to School to address safety issues on walking or bicycling routes to school.
- Construct river walks and trails along the river to connect with the State Park.
- Build nature walk in State Park land south of NC 135 bridge to connect with development on old Washington Mill site.
- Address the need for better access to downtown via trails from river.

Map 3: Section 1 Aerial View of Recommendations



Trail 1: Lengthen and Provide for Long Term Sustainability of the Air Force JROTC Trail at McMichael High School

Existing Site Description

The existing ROTC trail is located behind the McMichael High School and is a testament to the educators and students who – through their own vision and hard work - built this trail completely by hand. The trail was completed by the ROTC club at the high school in 2004 with improvements made in 2008. Approximately 2 miles long, the trail is open for mountain biking and walking and is completely contained on Rockingham County School property. The trail offers outstanding views of the Mayo River from Cedar Mountain (the highest point in Rockingham County).



Trailhead for the McMichael High School Air Force JROTC Trail, (W. McGee)

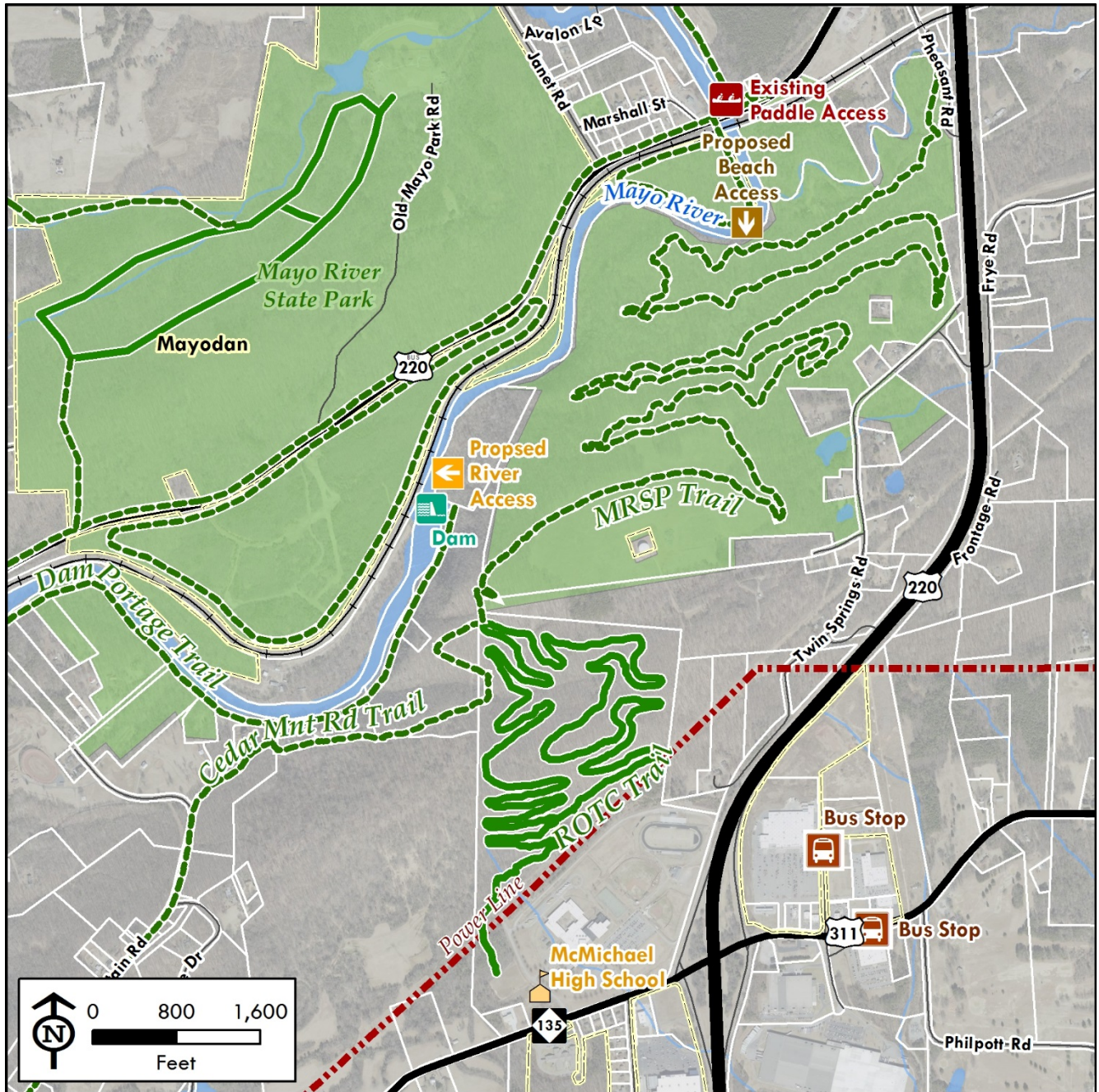
Key Improvements

- Provide for long term sustainability of the trail by managing for erosion by: 1) lengthening switchbacks; 2) improving drainage; and 3) adding loops. This also will make the trail more accessible to beginner mountain bikers and hikers.
- Connect to and build an additional 10 miles of mountain bike trail on an adjacent parcel belonging to the State of North Carolina. This is shown as the Mayo River State Park property in Map 3.
- Provide wayfinding and signage to the trail on Cedar Mountain Road and at McMichael High school.
- Develop an MOU for joint use by the school and the public for the trails.
- Construct interpretive signage at overlook to Avalon Dam showing the history of Avalon Mill and Village.
- Create a map brochure of the new trail system and roadway connections.

Key Partners for Implementation

JROTC, McMichael High School MTB Club, School teachers and students, Mayo River State Park, DRBA, Trail/Design Builder, Rockingham County Schools Wellness Coordinator, Rockingham County Be Healthy Collaborative, Rockingham County Catalyst for Health Eating and Active Living.

Map 4: McMichael High School ROTC Trails



Trail 2: Trails Connecting Madison-Mayodan Library/Schools to Mayo River

Existing Site Description

Western Rockingham Middle, Dillard Elementary, and New Vision schools have both natural and paved surface trails on their properties. Safely connecting across Business US 220/Highway Street to the Mayo River State Park Kmart property would leverage this infrastructure. The State owned parcels are located behind the Kmart shopping center on US 220 Business/Highway Street in Madison and provide a unique opportunity to access the Mayo River. The State Park property is divided by the railroad, but an existing tunnel under the railroad provides an opportunity to access the river safely without interfering with railroad operations. The terrain of the State Park land is slightly rolling and the soils are hydric in some locations, primarily closer the river and the center of the parcels.



Tony McGee Stands Next to Tunnel Under Railroad on State Park property between Kmart Shopping Plaza and the Mayo River

Key Improvements

- Provide safe pedestrian connections from the school property trails (e.g. Dillard, Western Rockingham Middle and New Vision) across US 220 Business/Highway Street at Burton Street; including high visibility crosswalks, sidewalk improvements and pedestrian refuge islands
- Create a hiking trail system on the State owned parcels providing access to the Mayo River
 - Boardwalks and low impact water crossings will need to be identified for this trail construction
- After trail completion, provide wayfinding and a trailhead kiosk at the appropriate location with trail and use information



KMart Plaza Entrance on Business 220/Highway Street

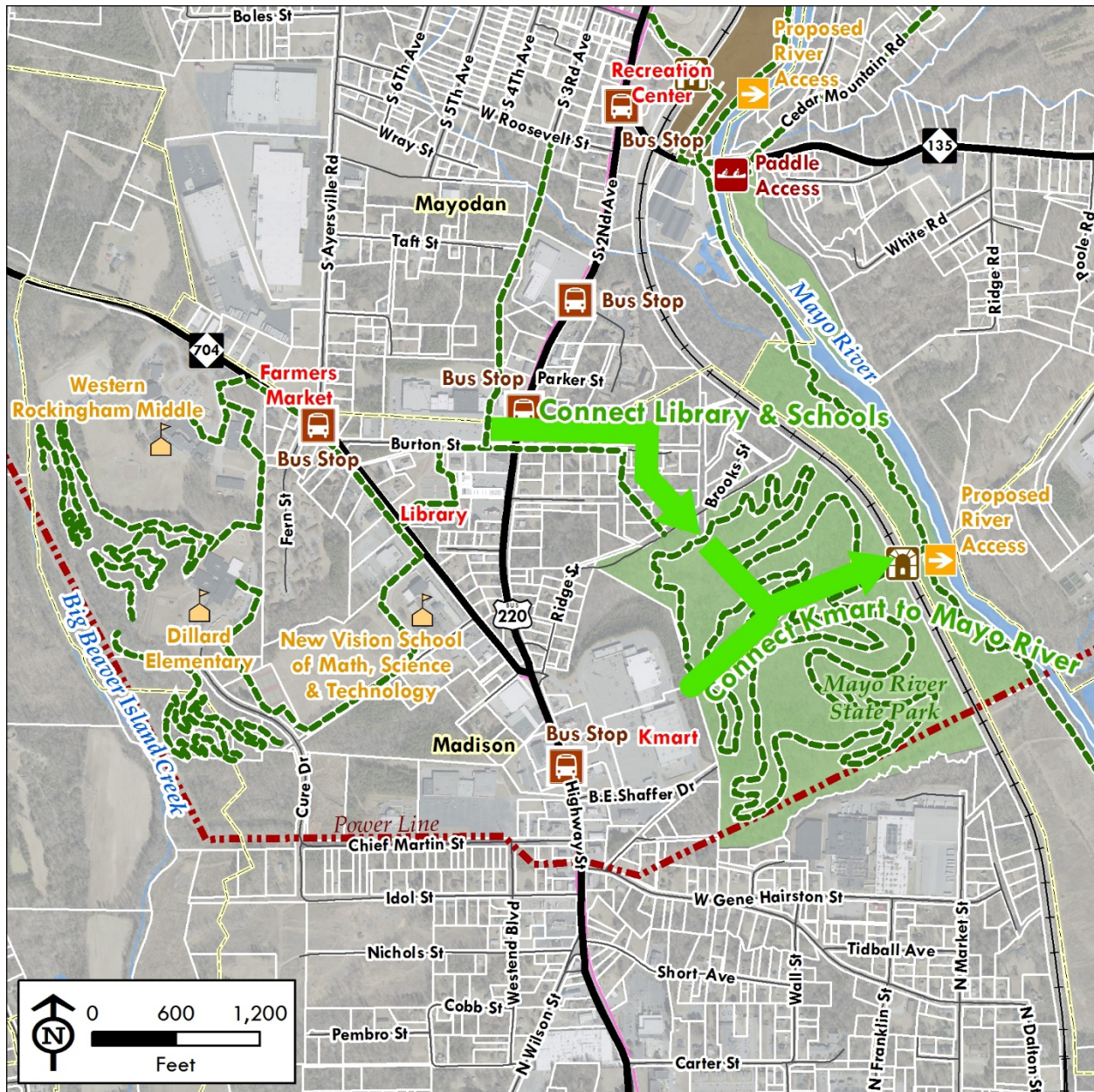
Key Partners for Implementation

Town of Madison, Mayo River State Park, principals, teachers and students, DRBA, Trail/Design Builder, NCDOT Division 7, Norfolk Southern, Rockingham County Schools Wellness Coordinator,

Mayo River Recreation Access Action Plan

Rockingham County Be Healthy Collaborative, Rockingham County Catalyst for Health Eating and Active Living.

Map 5: Connect Library, Schools & Kmart to Mayo River at Madison



Trail 3: Ridgeline Trail Connecting Farris Memorial Park to Mayo River State Park

Existing Site Description

Farris Memorial Park and Mayo River State Park are only about a mile apart, "as the crow flies". There are as few as 5 private parcels along this corridor between Ayersville Road and Mayo River State Park land. The trail as proposed would go through forest and agricultural land, with one stream crossing near Ayersville Road. Farris Memorial and Mayo River State Park have existing trail routes that could be connected with this trail.

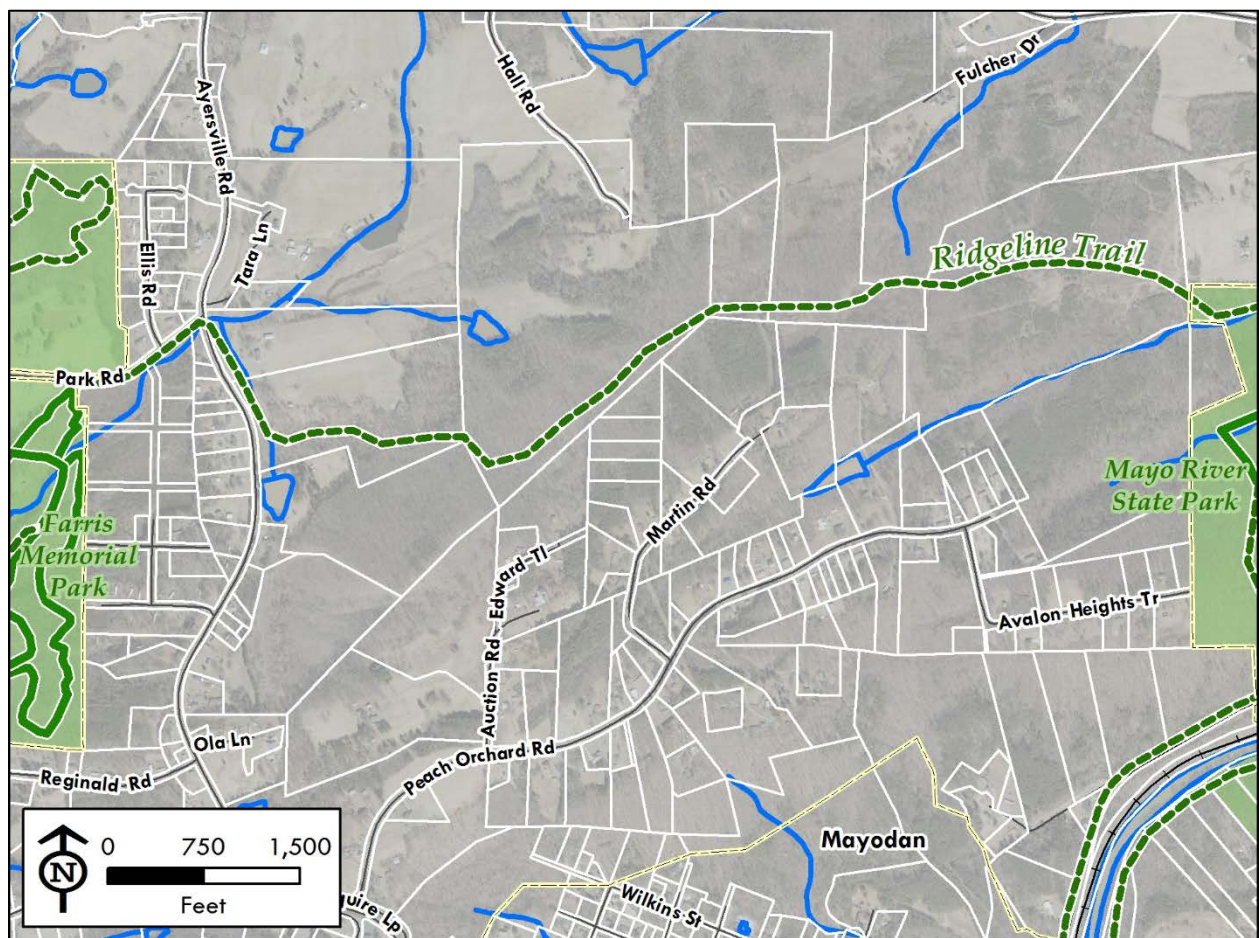
Key Improvements

A natural surface trail could easily be implemented to connect these two destinations. Discussions with landowners will likely yield a variation on the route presented due to unique constraints and input on the best way to route the trail between these two destinations.

Key Partners for Implementation

Town of Mayodan, private landowners, Mayo River State Park, DRBA, and trail design/builder

Map 6: Ridgeline Trail



Trail 4: Mayo River Dam Portage Trails

Existing Site Description

There are two existing dams along the Mayo River making paddling difficult between the existing US 220 Business river access and the new Mayodan Access at NC 135. The paddling is particularly difficult below the Avalon Dam. The two dams have active hydro-electric generation on land owned by Dover Enterprises LLC. Both dams channel water down a race on the west side of the Mayo River. This poses two constraints to river paddling: first, the physical existence of the canals makes access to the river difficult in the area. The canals "take up" most of the available land mass on the banks. Second: the dams and water diversions significantly reduce the flow of river water. Access is also compounded by the railroad that runs along the stretch of the Mayo River from US 220 Business nearly to the confluence with the Dan River.

Key Improvements

- Provide dam portage trails on the East side of the Mayo River at the two dams to provide safe passage around dam structures;
- Collaborate with dam owners to provide weekly suspend hydro-electric operations allowing Mayo River to flow at a higher rate.

Key Partners

Piedmont Hydro Technologies, LLC, Mayo River State Park, DRBA, private landowners

Map 7: Dam Portage Trail



SECTION 2 - RIVERSIDE DEVELOPMENT

Washington Mills Riverfront Re-Development Opportunities

Existing Site Description

The existing demolished Washington Mills site located along the Mayo River at the intersection with NC 135 in Mayodan is nearly 18 acres in size. The debris from demolition is still located on site and currently the Town of Mayodan is working with the Piedmont Triad and NC Brownfields program to identify strategies to clean up the site.



Old Washington Mills Site Spring 2016

Key Improvements

The old Washington Mills site represents an important opportunity to develop public riverfront property with regional significance. Due to its proximity to about 1 million people within a 50 mile radius of the area, future uses will attract visitors to the area and may include trail connectivity/recreation, entertainment and attractions. Suggestions for each category was drawn from feedback from community planning workshops such as the Piedmont Together Plan and the Mayo River Recreation Access Plan Workshop. The following points give a detailed summary for the desired future development of Mayodan and the Washington Mills site. A concept plan for the Washington Mills site was developed during the Piedmont Together Workshop, which is presented below.



Tunnel From Recreation Center Property to Washington Mills Site

Connectivity/Recreation

- Develop riverside handicap accessible trail system connecting Mayodan's many riverfront attractions.
- Provide public and ADA accessible access to the Mayo River at the Washington Mill Site, easily accessible from Main Street.
- Connect a nature walk into the state park
- Connect Avalon with Mayodan through trails and cable car.
- Establish beach area on state owned land
- Incorporate sand volleyball courts and host volleyball tournaments on Washington Mills site
- Build an environmental education playground
- Construct zip line, rope courses and bicycling pathways
- Establish handicap accessible walking trails and river access

Entertainment

- Develop an event center to host entertainment, weddings and community activities

Mayo River Recreation Access Action Plan

- Develop an event space with a multi-purpose room that has a warming kitchen, bathrooms, showers and mini storage
- Add picnic areas with tables

Attractions

- High quality seasonal RV resort that is well screened
- Incorporate a museum within the multi-purpose building. Integrate historical features such as artifacts from the old mill for historical legacy and provide history of the town in a movable display. The addition of historical monuments will also contribute to the retention of the town's history
- Establish educational nature classes and history of town and region tableaus
- Encourage economic growth and visitor attention through the establishment of shops, restaurants and bike trails along river walk

Riverfront Opportunities

An analysis of riverfront identifies several assets and opportunities to help re- discover the Mayo River as a community and economic resource. This key corresponds to numbers on the Mill Area Concept Plan for the riverfront on the following page.

1. Construct riverside amphitheater, stage and picnic area.
2. Develop cabana's for visitors enjoying Mayodan's many recreational destinations.
3. Consider a well screened and high quality seasonal RV resort.
4. Work closely with church to incorporate shared parking and access to the riverfront area.
5. Remove debris and repair existing pedestrian tunnel under the railroad.
6. Consider a community swimming pool adjoining the town's recreation center.
7. Seek funding to build a playground, beach and kayak/canoe launch.
8. Develop an event center to host entertainment, weddings and community activities.
9. Renovate existing warehouse as a signature facility at the entrance to downtown. Uses might include rental for golf carts and kayaks, a visitor's center, local museum and arts center.
10. Improve sidewalk across railroad as a low cost and easily implementable connection to the river.
11. Work with property owners to clean up riverside and jointly use parking for weekend and evening events.
12. Work with NCDOT to improve pedestrian access on SR 135 bridge and down to river's edge.
13. Encourage Mayo State Park officials to develop primitive camp sites and beach area on the state owned island.
14. Develop riverside trail system connecting Mayodan's many riverfront attractions.
15. Add bike lanes and sidewalk along NC135 entering downtown.

Figure 3: Riverfront Opportunities Index for Figure 4 (Center for Creative Economy & Piedmont Together)

Figure 4: Washington Mill Area Concept Plan (Center for Creative Economy & Piedmont Together)



Final Riverfront Site Concept Sketch describes a master plan for the riverfront and former mill site. The plan incorporates suggestions from the property owner, residents and town officials.

Key Partners for Implementation

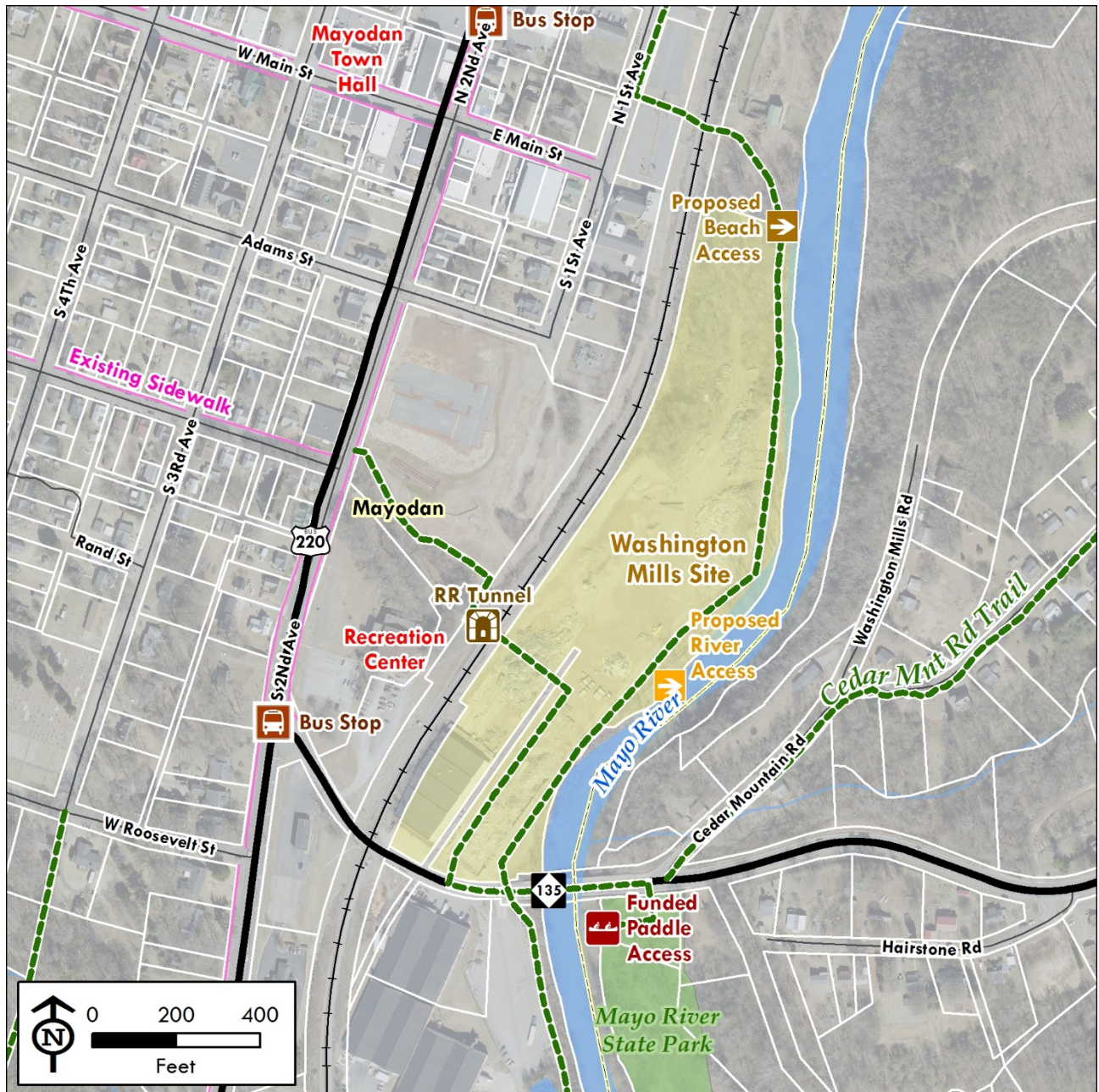
State and regional brownfields program, Dan River Basin Association, Piedmont Triad Regional Council, Mayo River State Park, Town of Mayodan, private landowners

Also see recommendations from the Piedmont Together Design Workshop (2014):

<http://piedmonttogether.org/content/community-design-workshop-town-mayodan>

Mayo River Recreation Access Action Plan

Map 8: Washington Mills Redevelopment



Swimming Area Near US 220 Business

Existing Site Description

The potential public beach access area is located on the southwest side of the Mayo River just downstream from US 220 Business crossing and railroad bridge. The location could be accessed from US 220 Business via an old private roadway.

Key Improvements

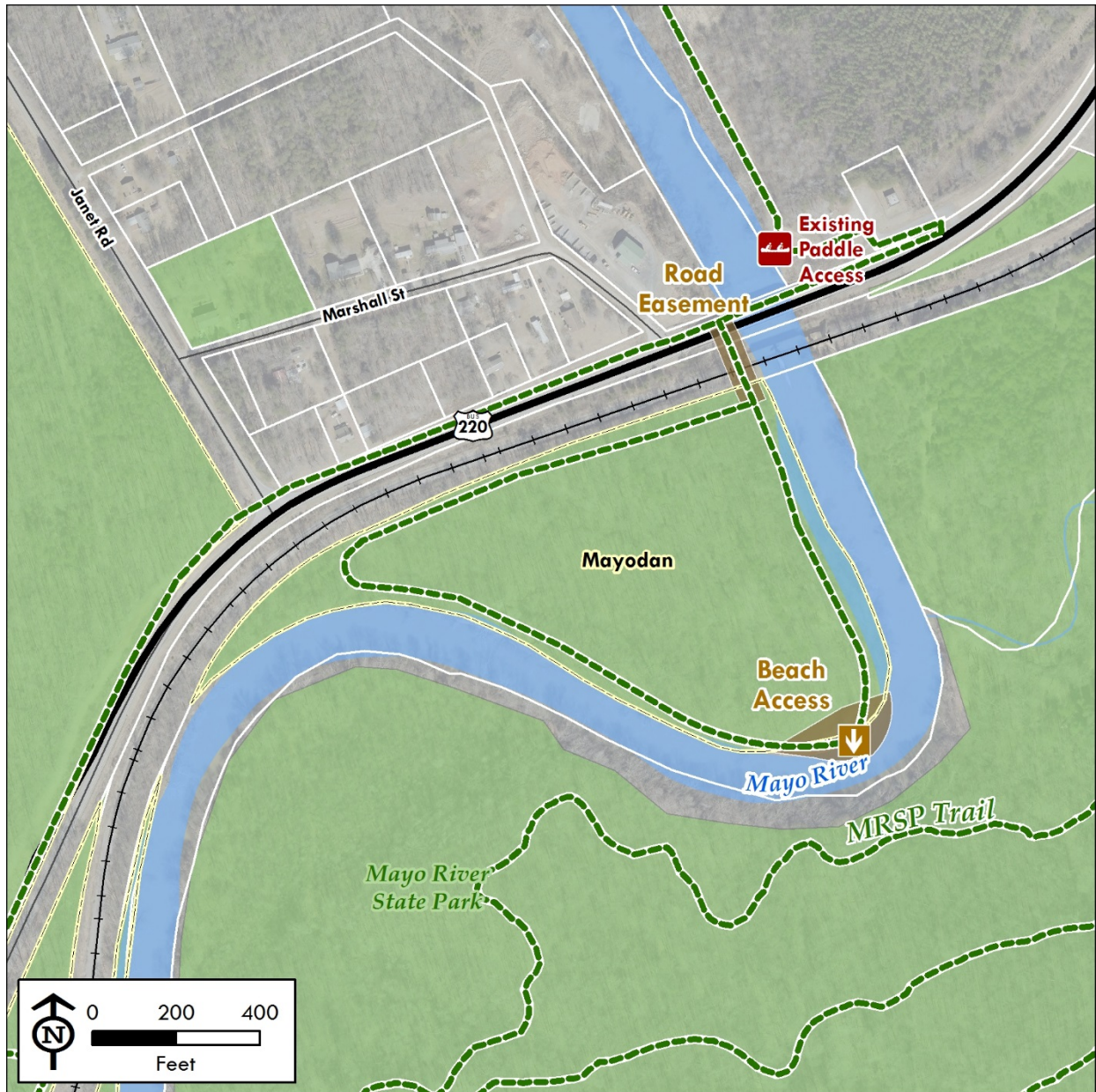
- Acquire easements to provide road access to beach area
- Acquire encroachment agreement from the NCDOT and Railroad to make road improvements to ROW to beach area
- Build parking lot, picnic facilities, restrooms and swimming facilities at beach area, which may require dredging to develop an attractive swimming area

Key Partners for Implementation

Mayo River State Park, NCDOT Division 7, Dan River Basin Association, Norfolk Southern, NC Wildlife Resources. Private Landowners



Map 9: Beach & Swimming Access



SECTION 3 - RIVER ACCESS: CONNECTING TO NATURAL RESOURCES

Currently there are only two established access points along this section of the Mayo River from US Business 220 to the Dan River confluence: the existing access on the northeast side of the Mayo River along US 220 Business operated by the Town of Stoneville and the newly established Mayodan access at NC 135 on the east side operated by the Mayo River State Park. There is clear public interest in establishing new access points and improving the appearance of existing access points. Obstacles to new points of access to the river include steep topography, the railroad, hydroelectric dams and facilities and property ownership. However, the Mayo River State Park has recently acquired several parcels along the river that could open up additional access. Coordination with Norfolk Southern and NCDOT is imperative before planning any new access points that involve the railroad.

For this section of the Mayo River, these are the most feasible points of river access:

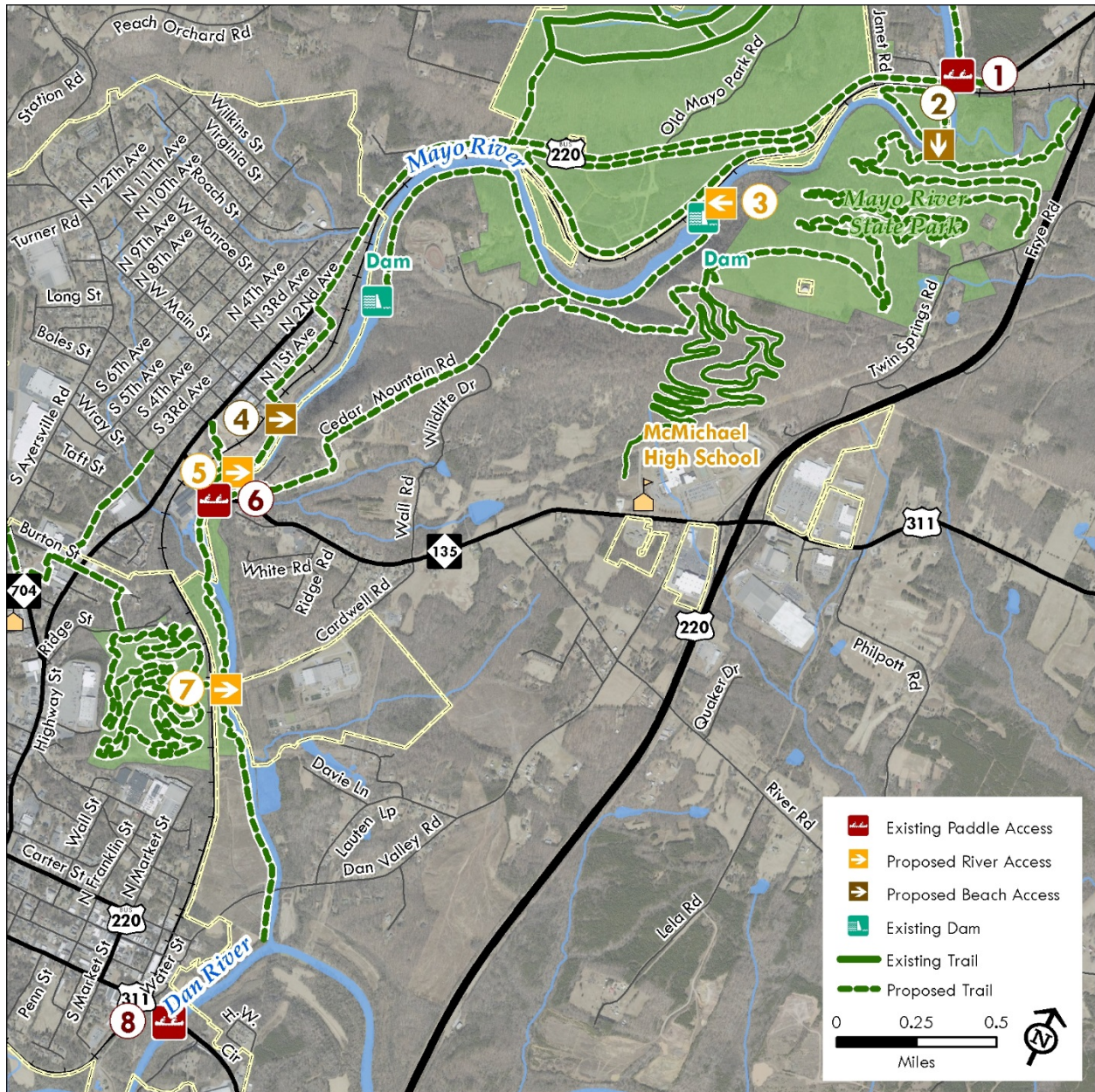
1. US 220 Business Bridge on east side of Mayo River (Complete)
2. Beach Access on west side of Mayo River (Proposed)
3. East side of Mayo River above Avalon Dam (Proposed)
4. End of Jefferson Street in Mayodan on west side of Mayo River
5. Tunnel from Madison-Mayodan Recreation Center if Washington Mills Site becomes public property (Proposed)
6. NC 135 Bridge on east side of Mayo River (Complete)
7. Tunnel Connection to River on Mayo River State Park Property behind Kmart shopping center (west side of River)
8. US 311 (northwest side of the Dan River) (Complete)



Lower Mayo River Spring 2016

Mayo River Recreation Access Action Plan

Map 10: Proposed River Access Locations



ACTION STEPS

This plan identifies several trail and river access projects to boost passive recreation in the lower Mayo River. Working with the Western Rockingham Rivers and Trail Committee as the implementation partner and lead, the following steps have been identified to develop the capacity and resources for implementing the plan.

1. Present plan overview to social organizations, clubs, professional groups and elected boards.
 - a. (Be Healthy Rockingham, Mayo River State Park Advisory Board, Western Rockingham Chamber of Commerce, School Board, staff, ROTC, MTB clubs, PTRPO, etc.)
2. Seek endorsement and adoption of the plan following presentations (if appropriate).
3. Work to identify funding sources with the *key partners for implementation* to construct recommendations.
4. Create a Mayo River Recreation Area and have a website hosted by Friends of State Park with information on access points, detailed trail information, etc.
5. Identify key dates to release water from hydro-electric operations in collaboration with operator and recreation stakeholders.
6. Secure funding to reimburse dam operators for loss of revenue from halting hydro-electric operation.
7. Evaluate top priority projects every 6 – 12 months, devote volunteers and partners to address issues around implementation.
8. Develop resources for funding other phases and sections of the study area.
9. Secure recreation easements and funding on two top priority projects within 12-24 months of plan adoption.
10. Complete construction on two top priority projects in 24-36 months.

OTHER RECREATIONAL OPPORTUNITIES

There are additional recreation and trail opportunities in other sections of the study area that require additional partners and private landowner interest and collaboration. These recreational opportunities should be discussed in more detail to develop capacity, feasibility and interest. These recreation projects could be **very significant** and **catalytic**, but require more investigation and research.

- Build a zipline across the Mayo River (Cedar Mountain to Mayodan)
- Implement sidewalk connections and safe street crossings between Madison and Mayodan
- Trails that connect Idol Park to Dillard School, Dillard School to Farris Memorial Park, Farris Memorial Park to Mayo River State Park and Mayo River State Park to Stoneville
- Develop a pedestrian bridge across the river