



East Coast Greenway State Trail Plan: 2022-2027

East Coast Greenway Alliance

- **Planned Length:** 795 miles
- **Complete the Trails Funds:** \$4,971,282
- **Miles Designated:** 102 miles
- **Capacity Funds:** \$49,500

Capacity Building Funds:

- Staff time – 90% (\$44,550)
- Travel and meetings – 10% (\$4,950)

Deliverables:

Comprehensive grant administration and management for East Coast Greenway segments receiving funding

- We will set up a new bank account and follow prudent accounting procedures and policies when distributing the funds to local municipalities
- We will assume responsibility for audits of the funding
- We will ensure communities are aware of and able to receive and execute on funding that is awarded
- A project administration fee not to exceed 10% will be applied

Marketing and communications

- ECGA will provide communications to transparently show what is being funded
- We will develop press releases along with professional video and photo content to highlight the progress of the Complete the Trails Fund program
- Celebration events will be planned in partnership with State Parks to keep momentum and support going forward
 - › We will coordinate with the relevant legislators in the districts where the projects are happening so keep them informed and involved
- A record of all media coverage and communications details will be shared and coordinated with State Parks

Technical subject matter expertise

- ECGA paid staff and volunteer Board members with professional planning and engineering backgrounds will be available to support communities through the process
- Our full-time North Carolina Greenway Coordinator will serving as a main point of contact for the Complete the Trails Fund program on behalf of the ECGA. The Coordinator works on planning, greenway implementation, and public engagement, among other responsibilities.
- The Coordinator is expected to:
 - › Complete and monitor ECG signage throughout the region and update the ECGA online Trip Planner (map.greenway.org).
 - › Work to move a maximum amount of the on-road portions off-road (including designating trail as official ECG) and make remaining on-road sections as safe and bicycle/pedestrian friendly as feasible.
 - › Keep the GIS data-reporting system up-to-date and create reports as requested (at least quarterly).
 - › Assist our volunteer State Committees and other volunteers within the region.
 - › Build/maintain a strong network of strategic alliances with public agencies, elected officials, and organizations in each state to continue strong Greenway progress.
 - › Communicate regional information in coordination with other staff for ECGA website, print and e-newsletters, and engage regional media.
 - › Assist as needed with fundraising efforts led by the Development team

Trail Development

Region 1 – Triangle North: Durham Chapel Hill Carrboro MPO, Kerr-Tar RPO

1a | Granville Rail-Trail / S-Line Corridor

- **Mileage Estimate:** 17 or 36 miles
- **Region:** Triangle North
- **Municipalities:** Oxford, Stovall, Henderson, Middleburg, Norlina
- **Counties:** Granville, Vance, and Warren
- **Planning Organizations:** Kerr-Tar RPO
- **Other Relevant Agencies/Partners:** NCDOT (for S-Line Corridor)
- **Status:** Proposed, seeking funding for a Feasibility Study and preliminary design. The S-Line Greenway has had a preliminary study done by NCDOT which can be accessed here.

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- **Project Description:** The Kerr-Tar RPO has been leading the effort to bridge the gap between the Virginia State Line to Durham County with ECG trail. There are two possible routes under consideration between the VA State Line and Oxford, NC in Granville County. With support from ECGA, the KTRPO is in the process of identifying grant funding, including a submitted USDOT RAISE application, for a feasibility study and planning work for this section. The primary route options include: an inactive rail line corridor through Granville County; the proposed “S-Line” (Southeast Rail) rail-with-trail corridor from Henderson (Vance County) through Norlina (Warren County) then north towards Petersburg, VA (Oxford and Henderson would be connected by an identified trail corridor); and a third option is routing along other potential non-rail corridors that would be identified through the feasibility study. Once funding is secured, KTRPO will move forward with a feasibility study.
- **Right-of-Way/Land Acquisition needs:** No ROW secured, would need to acquire land/easement for the corridor.
- **Remaining Project Development Cost Estimates:** \$82,875,000 – \$175,500,000

1b | *Butner to Oxford*

- **Mileage Estimate:** 15
- **Region:** Triangle North
- **Municipalities:** Butner, Oxford
- **Counties:** Granville
- **Planning Organizations:** Kerr-Tar RPO
- **Other Relevant Agencies/Partners:** NCDOT, Exult Engineering and Kittleson
- **Status:** Feasibility Study in process
- **Project Description:** This segment is within the Kerr-Tar RPO’s planning region. There is currently a feasibility study being conducted by Exult Engineering with support from Kittleson and Associates. ECGA is participating on the study committee. Several routes are being considered, mainly along existing road ROW. After this study is complete, the selected viable route will be ready to move into the engineering and design phase.
- **Right-of-Way/Land Acquisition needs:** No ROW secured, would need to acquire land/easement for corridor.
- **Remaining Project Development Cost Estimates:** \$73,125,000

1c | *Three Rivers Trail*

- **Mileage Estimate:** 8
- **Region:** Triangle North
- **Municipalities:** Durham
- **Counties:** Durham
- **Planning Organizations:** DCHC MPO
- **Other Relevant Agencies/Partners:** The Conservation Fund
- **Status:** Envisioned
- **Project Description:** There are several proposed routes to connect Ellerbe Creek Trail in North Durham to the Durham/Granville County line, which have been pushed by local advocates and considered by local officials for many years. One route is being explored in the early stages.
- **Links to Planning Documents:** CTP Bike-Ped-Multiuse Map
- **Right-of-Way/Land Acquisition needs:** No ROW secured, would need to acquire land/easement for corridor.
- **Remaining Project Development Cost Estimates:** \$39,000,000 – \$48,750,000

1d | *Durham Rail Trail*

- **Mileage Estimate:** 0.6 miles (1.75 total project length, a segment on which the ECG will route)
- **Region:** Triangle North
- **Municipalities:** Durham
- **Counties:** Durham
- **Planning Organizations:** Durham Chapel Hill Carrboro MPO
- **Other Relevant Agencies/Partners:** McAdams as project planning firm
- **Status:** Master Plan adopted, funds and land secured. Design and Engineering phase, project completion date set for Spring 2024 or later.
- **Project Description:** With support from ECGA, the City of Durham was awarded a 2021 RAISE grant for \$9M to construct the Durham Rail Trail (formally the Durham Belt Line) along an abandoned rail corridor, already acquired by the City. Once built, the ECG will route along a segment of this trail, linking the Ellerbee Creek Trail to the American Tobacco Trail. A connector between the start of the Durham Rail Trail with the start of the American Tobacco Trail will be required.
- **Right-of-Way/Land Acquisition needs:** None

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- **Remaining Project Development Cost Estimates:**
 - **Total Cost (already secured):** \$30,372,500
 - Planning: \$264,300
 - Design: \$1,670,000
 - Right-of-way: \$12,096,400
 - Construction: \$16,341,800

Region 2 – Triangle South: CAMPO, Upper Coastal Plain RPO

2a | **Black Creek Greenway Missing Link**

- **Mileage Estimate:** 0.3
- **Region:** Triangle North
- **Municipalities:** Cary
- **Counties:** Wake
- **Planning Organizations:** CAMPO
- **Other Relevant Agencies/Partners:** N/A
- **Status:** Construction ready
- **Project Description:** There is a short (0.3 miles) on-road connection along W. Dynasty Drive that requires going over a significant hill and crossing traffic. The Town of Cary has construction scheduled for the connecting segment, rerouting the northern section of Black Creek Greenway to meet the entrance of the southern section.
- **Right-of-Way/Land Acquisition needs:** None
- **Remaining Project Development Cost Estimates:** N/A

2b | **Downtown Raleigh Connector**

- **Mileage Estimate:** 1.7
- **Region:** Triangle North
- **Municipalities:** Raleigh
- **Counties:** Wake
- **Planning Organizations:** CAMPO
- **Other Relevant Agencies/Partners:** Oaks and Spokes, WakeUP Wake County
- **Status:** Planned
- **Project Description:** Downtown Raleigh is the most significant break in trail along the approximately 74 miles of nearly continuous ECG through the Triangle region. The most viable trail route option is a cycle track along Boylan Avenue and Martin Street, connecting the Rocky Branch Trail to Chavis Way/Little Rock Trail, which is in the planning phase with the City of Raleigh. The connection envisioned between Boylan Avenue and Martin Street for the ECG varies by a few blocks from the planned bicycle facilities in the Raleigh plan. Another route option is the proposed Strollway connecting Dix Park to Chavis Park, however this would not be preferable as it routes just south of downtown Raleigh, and the East Coast Greenway routes so as to connect people to the hearts of cities.
- **Right-of-Way/Land Acquisition needs:** would need to acquire land/easement for corridor
- **Remaining Project Development Cost Estimates:** \$5,737,500

2c | **Neuse River Trail, Clayton to Smithfield**

- **Mileage Estimate:** 15
- **Region:** Triangle North
- **Municipalities:** Clayton, Smithfield, Selma, Wilsons Mills
- **Counties:** Johnston
- **Planning Organizations:** Upper Coastal Plain RPO, CAMPO
- **Other Relevant Agencies/Partners:** McAdams (as the Feasibility Study consultant), Friends of Johnston County Parks
- **Status:** Feasibility Study in process
- **Project Description:** Currently, Johnston County and the Upper Coastal Plain RPO is conducting a feasibility study of the corridor between Clayton and Smithfield, with the consulting firm McAdams. ECGA is participating as a member of the Working Group. Several route options to connect the towns along the corridor have been considered, with a recommended route, along with spurs and alternative routes. The recommended route is split into four phases, the northern three of which are largely along roadways. The southern most phase begins where the proposed alignment crosses the Neuse River (a bicycle/pedestrian bridge will be required) by US-70 and the railroad, just outside of Selma, and then weaves towards Smithfield Community Park to connect with the Buffalo Creek Greenway/Smithfield Neuse Riverwalk. This phase, which

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will be a priority area for the EGST use of CTF, will likely require land easement acquisition, boardwalk, and some complex infrastructural designs to accommodate the topography, streams, wetlands and floodplains.

- **Right-of-Way/Land Acquisition needs:** would need to acquire land/easement for corridor
- **Remaining Project Development Cost Estimates:** \$73,125,000 – \$91,406,250

2d | *The Smithfield Neuse Riverwalk Extension*

- **Mileage Estimate:** 3.8
- **Region:** Triangle North
- **Municipalities:** Smithfield
- **Counties:** Johnston
- **Planning Organizations:** Upper Coastal Plain RPO
- **Other Relevant Agencies/Partners:** N/A
- **Status:** Initial planning completed several years ago.
- **Project Description:** The Smithfield Neuse Riverwalk currently ends near downtown Smithfield. There is a planned extension continuing along the Neuse until the US-301/Brightleaf Boulevard river crossing. The NCDOT has planned designs for an updated US-301 bridge over the Neuse River with a 10-foot protected bike/pedestrian facility.
- **Remaining Project Development Cost Estimates:** \$18,525,000

Region 3 – Fayetteville Mid-Carolina: Fayetteville Area MPO, Mid-Carolina RPO

3a | *Erwin Connection*

- **Mileage Estimate:** 0.7
- **Region:** Fayetteville Mid-Carolina
- **Municipalities:** Erwin
- **Counties:** Harnett
- **Planning Organizations:** Mid-Carolina RPO
- **Other Relevant Agencies/Partners:** N/A
- **Status:** Initial planning completed several years ago.
- **Project Description:** A short connection between the end of the Dunn-Erwin Trail and the Erwin Cape Fear River Park Trail through downtown Erwin is planned.
- **Remaining Project Development Cost Estimates:** \$2,100,000

3b | *Cape Fear River-Arnette Park Trail Extension*

- **Mileage Estimate:** 4
- **Region:** Fayetteville Mid-Carolina
- **Municipalities:** Fayetteville
- **Counties:** Cumberland
- **Planning Organizations:** FAMPO
- **Other Relevant Agencies/Partners:** N/A
- **Status:** Planned
- **Project Description:** Stage 3 of the Cape Fear River Trail from the end of Stage 2 at N Eastern Boulevard until Arnette Park, along the west bank of the river. This is a desired segment by local officials and advocates, and would need land acquisition, planning and design to move forward.
- **Remaining Project Development Cost Estimates:** \$19,500,000

3c | *Elizabethtown to White Lake Pipeway Path*

- **Mileage Estimate:** 5
- **Region:** Fayetteville Mid-Carolina
- **Municipalities:** Elizabethtown, White Lake
- **Counties:** Bladen
- **Planning Organizations:** Mid-Carolina RPO
- **Other Relevant Agencies/Partners:** Friends of Mountains-to-Sea Trail
- **Status:** Under consideration
- **Project Description:** Elizabethtown is extending a wastewater utility right-of-way along US-701. There is an interest by local officials to include a trail along the right-of-way. ECG is in communication with town staff about this possibility.
- **Right-of-Way/Land Acquisition needs:** would need to acquire land/easement for corridor
- **Remaining Project Development Cost Estimates:** \$14,375,000

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3d | White Lake MUP Extension

- **Mileage Estimate:** 1.8
- **Region:** Fayetteville Mid-Carolina
- **Municipalities:** White Lake
- **Counties:** Bladen
- **Planning Organizations:** Mid-Carolina RPO
- **Other Relevant Agencies/Partners:** Friends of Mountains-to-Sea Trail
- **Status:** Planned
- **Project Description:** White Lake plans to extend the White Lake Multi-Use Path around the entire lake, including the southwest segment routed along the ECG.
- **Right-of-Way/Land Acquisition needs:** would need to acquire land/easement for corridor
- **Remaining Project Development Cost Estimates:** \$6,525,000

Region 4 – Cape Fear: Wilmington Urban Area MPO, Cape Fear RPO, Grand Strand TSA

4a | Atlantic Seaboard Coastline Trail

- **Mileage Estimate:** 10.5
- **Region:** Cape Fear
- **Municipalities:**
- **Counties:** Pender (possibly New Hanover as well)
- **Planning Organizations:** Wilmington Urban Area MPO, Cape Fear RPO
- **Other Relevant Agencies/Partners:** Friends of the Mountains-to-Sea Trail, The Nature Conservancy, State Parks, Cape Fear Cyclists, Terry Benjey Foundation
- **Status:** Under consideration
- **Project Description:** From Currie in Pender County towards Wilmington, along the US-421 corridor, there is a corridor that would be well suited for a trail segment. This is an area the ECG is somewhat co-routed with the Mountains-to-Sea Trail and could collaborate to pursue this opportunity. There are concurrent conservation interests with local development interests that would need to be approached with sensitivity. Feasibility Study area could extend further into Wilmington.
- **Right-of-Way/Land Acquisition needs:** Would need to acquire land/easement for corridor.
- **Remaining Project Development Cost Estimates:** \$51,187,500 – \$63,984,375

4b | Market Street MUP

- **Mileage Estimate:** 3.2 on ECG route (5.75 total project)
- **Region:** Cape Fear
- **Municipalities:** Wilmington
- **Counties:** New Hanover
- **Planning Organizations:** WMPO
- **Other Relevant Agencies/Partners:** Cape Fear Cyclists, Terry Benjey Foundation
- **Status:** Planned for construction
- **Project Description:** A new multi-use path will be completed along most of Market Street (Hwy 17) from Porters Neck to Eastwood Road, which will extend the ECG coastal route from Wilmington north in the direction towards the Surf City connection. Local advocates and officials are enthusiastic about further developing the ECG through Wilmington, closing the existing gaps and expanding out in all three directions. Several segments are in various phases of development, including the 17th Street Multi-Use Path, Independence Boulevard, and the aforementioned Market Street Multi-Use Path.
- **Right-of-Way/Land Acquisition needs:** would need to acquire land/easement for corridor
- **Remaining Project Development Cost Estimates:** NA

4c | NC-210 Holly Shelter – Surf City MUP

- **Mileage Estimate:** 16.2 corridor (most, but not all, will be ECG route)
- **Region:** Cape Fear
- **Municipalities:** Surf City
- **Counties:** Pender
- **Planning Organizations:** WMPO, Cape Fear RPO
- **Other Relevant Agencies/Partners:** McAdams as Feasibility Study consultant, possibly Cape Fear Cyclists, Terry Benjey Foundation, Friends of the Mountains-to-Sea Trail
- **Status:** Feasibility Study

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- **Project Description:** The WMPO and Cape Fear RPO are conducting a feasibility study of a shared/multi-use path along the ECG route, with McAdams as the consultant. The proposed NC-210 corridor is a 16.2-mile corridor in Pender County potentially connecting existing park trails in the Holly Shelter Game Land to Topsail Island. The proposed corridor parallels NC-210 and US-17 from Country Club Drive (SR 1565) and Sloop Point Loop Road/Sloop Point Rd (SR-1561), north east of Hampstead community, to US-17, to NC-210 to Surf City, across the intercoastal waterway and north along the island to Nelva R. Albury Recreation Area. The NC-210 corridor is a critical missing link in the regional greenway network and is the proposed corridor for gap segments of the Mountains-to-Sea Trail and the East Coast Greenway.
- **Right-of-Way/Land Acquisition needs:** would need to acquire land/easement for corridor
- **Remaining Project Development Cost Estimates:** \$58,725,000

4d | Kure Beach Island Greenway

- **Mileage Estimate:** 3.8
- **Region:** Cape Fear
- **Municipalities:** Kure Beach
- **Counties:** New Hanover
- **Planning Organizations:** WMPO
- **Other Relevant Agencies/Partners:** Kure Beach BPAC, Cape Fear Cyclists, Terry Benjey Foundation
- **Status:** Plan is adopted by the town council
- **Project Description:** Local advocates and officials are enthusiastic about developing the ECG through the town, connecting the Carolina Beach Island Greenway to the Aquarium Path and the Fort Fisher – Southport Ferry. The Town just received funds to make a major intersection improvement along the ECG, and they're reviewing the bike and pedestrian master plan, produced by Alta.
- **Right-of-Way/Land Acquisition needs:** would need to acquire land/easement for corridor
- **Remaining Project Development Cost Estimates:** \$18,525,000

4e | NC-211 Corridor

- **Mileage Estimate:** 17
- **Region:** Cape Fear
- **Municipalities:** Southport
- **Counties:** Brunswick
- **Planning Organizations:** Cape Fear RPO
- **Other Relevant Agencies/Partners:** Cape Fear Cyclists, Terry Benjey Foundation, Gullah Geechee Cultural Heritage Corridor Commission
- **Status:** Planned, NCDOT has moved ahead with road renovations for one segment without including the path. The other two segments have the path in the designs.
- **Project Description:** In August of 2021, the Cape Fear Council of Governments and Cape Fear RPO released a feasibility study of the NC-211 corridor, from Southport to the intersection with Stone Chimney Road, conducted by McAdams. This approximately 19-mile section of road, which currently serves as our interim route, has narrow shoulders and motor vehicles traveling at high speeds. For the safety of people on foot and on bike, developing a protected trail is a priority for this segment. The feasibility study serves as a foundation for future planning and trail development work. The Cape Fear RPO planner has recently met with the Southport Board of Alderman to adopt the feasibility study and gain support. The NCDOT is currently working on road improvements between Southport and Midway without a sidepath. The rest of 211 will eventually be widened with a sidepath, but are likely going to be removed from the next STIP, and therefore, it's not clear when 211 will next be programmed into the STIP.
- **Right-of-Way/Land Acquisition needs:** would need to acquire land/easement for corridor
- **Remaining Project Development Cost Estimates:** \$61,625,000 (This would ideally be programmed into the STIP)

Region 5 - Jacksonville Down East: Jacksonville Urban MPO, Down East RPO, New Bern MPO

5a | Lejeune Rails-to-Trails Greenway Extension/DoD Rail Corridor

- **Mileage Estimate:** 6.6 (Lejeune extension) or 13.6 (DoD Rail Corridor)
- **Region:** Jacksonville Down East
- **Municipalities:** Jacksonville, Stella, Hubert
- **Counties:** Onslow, Carteret
- **Planning Organizations:** Jacksonville Urban MPO, Down East RPO
- **Other Relevant Agencies/Partners:** Department of Defense, Friends of Mountains-to-Sea Trail
- **Status:** Planned and Exploratory, respectively

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- **Project Description:** The Lejeune Rails-to-Trails Greenway is planned to be extended along Lejeune Boulevard/Freedom Way towards Swansboro. An alternative to the Lejeune Rails-to-Trails Greenway is along an active DoD Railroad between Camp Lejeune in Jacksonville, through Stella, and extending to Cherry Point in Havelock. The railway corridor has an expanded corridor right-of-way (from 80-320', usually around 250'), with ample room for a shared-use path. There are local military officials who are interested in linking the two bases with a greenway. The ECG could route along the rail-with-trail through Stella until the intersection with NC-58, at which point it would route south towards Emerald Isle. This is an opportunity to collaborate with Friends of Mountains-to-Sea Trail.
- **Right-of-Way/Land Acquisition needs:** would need to acquire land/easement for corridor
- **Remaining Project Development Cost Estimates:** \$32,175,000 - \$39,100,000

5b | Pine Knoll Shores/Bogue Banks Path

- **Mileage Estimate:** 4.6
- **Region:** Jacksonville Down East
- **Municipalities:** Pine Knoll Shores
- **Counties:** Carteret
- **Planning Organizations:** Down East RPO
- **Other Relevant Agencies/Partners:** Coastal Bike Impact, State Parks
- **Status:** Under consideration
- **Project Description:** The NC-58 corridor through Bogue Banks connects four municipalities (as well as the unincorporated Salter Path). Currently, Emerald Isle has the Emerald Path as part of the ECG Coastal Route, but the rest of the ECG Coastal Route across the island is routed on-road in the interim. Local advocates, including our partners at Coastal Bike Impact, as well as town elected officials are interested in the potential of developing a shared-use path in the NC-58 corridor right-of-way. This is being encouraged to be incorporated as a part of Pine Knoll Shores' sidewalk plan. A portion of this trail would be within Theodore Roosevelt Natural Area, which is under State Parks management.
- **Right-of-Way/Land Acquisition needs:** would need to acquire land/easement for corridor
- **Remaining Project Development Cost Estimates:** \$22,425,000

Region 6 - Greenville Mid-East: Greenville Urban Area MPO, Mid-East RPO

6a | Washington-Greenville Greenway

- **Mileage Estimate:** 15.5
- **Region:** Greenville Mid-East
- **Municipalities:** Greenville, Washington, Simpson, Grimesland, Chocowinity Counties: Pitt, Beaufort
- **Planning Organizations:** Greenville Urban Area MPO, Mid-East RPO
- **Other Relevant Agencies/Partners:**
- **Status:** Envisioned
- **Project Description:** The Mid-East RPO has received a State Planning and Research (SP&R) Funds grant to study the feasibility of a greenway between Washington and Greenville in FY 2023. The Washington-Greenville Greenway would be part of the planned East Coast Greenway Coastal Route. There are routes being considered on both sides of the river.
- **Right-of-Way/Land Acquisition needs:** would need to acquire land/easement for corridor
- **Remaining Project Development Cost Estimates:** \$75,562,500

6b | South Tar River Greenway Phase 3

- **Mileage Estimate:** 1.6 (planned section) /4.8 (total)
- **Region:** Greenville Mid-East
- **Municipalities:** Greenville, Simpson
- **Counties:** Pitt
- **Planning Organizations:** Greenville Urban Area MPO
- **Status:** Planned
- **Project Description:** Greenville has been enthusiastic about expanding its greenway network, including the segments along the ECG. The South Tar River Greenway Phase 3 is in the engineering and design phase, and the Tar River Greenway Extension towards Simpson is being planned.
- **Right-of-Way/Land Acquisition needs:** would need to acquire land/easement for corridor
- **Remaining Project Development Cost Estimates:** \$23,400,000

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Region 7 – Albemarle: Peanut Belt RPO, Albemarle RPO

7a | Weeksville Road corridor

- **Mileage Estimate:** 3.6
- **Region:** Albemarle
- **Municipalities:** Elizabeth City
- **Counties:** Pasquotank
- **Planning Organizations:** Albemarle RPO
- **Status:** Seeking funding for planning
- **Project Description:** ECGA has been supporting Elizabeth City to apply for a RAISE grant with the USDOT for a complete streets feasibility study along the busy Weeksville Road corridor. The plan would include bike and pedestrian facilities that the ECG would route along.
- **Right-of-Way/Land Acquisition needs:** would need to acquire land/easement for corridor
- **Remaining Project Development Cost Estimates:** \$17,550,000

7b | Dismal Swamp Canal Trail extension

- **Mileage Estimate:** 3.5 (Dismal Swamp State Park to VA line), 1.5 (to South Mills), 5 (total)
- **Region:** Albemarle
- **Municipalities:** South Mills
- **Counties:** Camden
- **Planning Organizations:** Albemarle RPO
- **Other Relevant Agencies/Partners:** State Parks, Dismal Swamp Canal Welcome Center
- **Status:** Exploratory and planned
- **Project Description:** The Dismal Swamp Canal Welcome Center, a tourism agency, along with their partners in Camden County, are excited and supportive of extending the Dismal Swamp Canal Trail to the VA State Line. A feasibility study was conducted in 2011 with assistance from Albemarle Commission, which will provide guidance but is likely outdated at this time. Our ECGA VA Coordinator and partners in Virginia are also actively working in Virginia to extend the Dismal Swamp Canal Trail to the NC State Line.
- **Right-of-Way/Land Acquisition needs:** would need to acquire land/easement for corridor
- **Remaining Project Development Cost Estimates:** \$17,375,000 (\$10,062,500 and \$7,312,500 respectively for segment to state line and segment to South Mills)

Other considerations:

- **New Bern:** The New Bern Area MPO is working on a bicycle and pedestrian plan for the city, with the consultant Alta. The MPO and city are interested in funding opportunities for the East Coast Greenway segment that runs through the city's boundaries.
- **The Gullah Geechee Cultural Heritage Corridor:** The Gullah Geechee Cultural Heritage Corridor is a National Heritage Area that extends along the coastal region from a bit south of Jacksonville, Florida, through Georgia and South Carolina, to Jacksonville, North Carolina. The ECGA has developed a longstanding organizational relationship with the Gullah Geechee Cultural Heritage Corridor Commission along shared values and goals, including the promotion of cultural heritage, environmental preservation, and active tourism. This partnership will be critical in developing this segment of the ECG.
- **Hertford to Edenton Rail Corridor:** a possible rail corridor to route the ECG coastal route in Perquimans and Chowan counties.
- **DERPO study:** The Down East RPO is interested in conducting a series of studies to map out the ECG route through the RPO area, including Carteret, Craven, and Pamlico counties.
- **GSATS plan:** The Grand Strand Area Transportation Study is developing an East Coast Greenway Plan that will cover the greater Myrtle Beach area, including the area in Brunswick County, NC.

Complete the Trail Program (CTP) Projects

ECGA is in the process of working with our State Committee and local leaders to identify priority projects among our project development pipeline.

(Disclaimer: the cost estimates are very rudimentary for planning purposes, based on estimation multipliers derived in consultation with State Parks. More accurate estimates will be developed as projects move into planning phases. Bridges and other structures will require further funds not represented in these calculations.)

Project Guiding Criteria: Complete the Trails Funds must be used strategically to:

- Develop the East Coast Greenway towards completion in North Carolina.
- Maximize feasibility and planning funding in order to create a foundation upon which to develop the ECG in NC.

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- Complete exciting and inspiring projects that demonstrate the potential of utilizing CTF.
- Target specific districts to build support and allyship in state and local leadership.
- Fund in areas where there's local capacity to effectively deliver projects within grant timeline.
- Prioritize projects that have already undergone feasibility studies and planning/design
- Focus on areas that are more challenging to raise funding or have less staff capacity, such as rural areas, where ECGA involvement would be a value-add.
- Prioritize trails that serve communities underserved by active transportation infrastructure.
- Use funds to leverage access to other funding sources, such as a match for a federal grant.
- Use natural surface trail only in places where it's appropriate, not in areas that are preferred as paved surface.

Planning/Feasibility Studies (\$745,692): We plan to maximize the planning and design funds (15%) towards feasibility studies, a necessary and foundational component to develop any of the ECG segments. This may include:

- 4a | Atlantic Seaboard Coastline Trail \$150,000
- 6b | South Tar River Greenway Phase 3 \$60,000
- 5a | DoD Rail Corridor \$60,000
- 3c | Elizabethtown to White Lake Pipeway Path \$80,000
- 1c | Three Rivers Feasibility Study \$175,000
- 3b | Cape Fear River-Arnette Park Trail Extension \$80,000
- 2d | The Smithfield Neuse Riverwalk Extension \$75,000

Trail Development (\$4,225,590): The rest of the funds will be used towards trail development, including land/easement acquisition, trail construction, trail amenities and maintenance. This may include:

- 2c | Neuse River Trail, Phase 2 \$2,000,000
- 4d | Kure Beach Island Greenway \$800,000
- 5b | Pine Knoll Shores/Bogue Banks Path \$750,000
- 7b | Dismal Swamp Canal Trail extension \$700,000

All other projects (\$928,037,500): The rest of the 5-Year Plan projects listed, in geographic order (not ordered by priority).

Again, these are rough preliminary estimates:

- 1a | Granville Trail \$82,875,000
- 1a | Oxford-Henderson Trail \$58,500,000
- 1a | S-Line \$117,000,000
- 1b | Butner-Oxford \$73,125,000
- 1c | Timberlake/Roxboro/Three Rivers \$39,000,000
- 1d | Durham Beltline \$0 (Project costs already secured)
- 2a | Black Creek Connector \$0 (Project costs already secured)
- 2b | Downtown Raleigh Connector \$5,737,500
- 2c | Neuse River Trail, Clayton to Smithfield \$73,125,000
- 2d | The Smithfield Neuse Riverwalk Extension \$18,525,000
- 3a | Erwin Connection \$2,100,000
- 3b | Cape Fear River – Arnette Park Trail Extension \$19,500,000
- 3c | Elizabethtown to White Lake Pipeway Path \$14,375,000
- 3d | White Lake MUP Extension \$6,525,000
- 4a | Atlantic Seaboard Coastline Trail \$51,187,500
- 4b | Market Street MUP \$0 (Project costs already secured)
- 4c | NC-210 Holly Shelter-Surf City MUP \$58,725,000
- 4d | Kure Beach Island Greenway \$18,525,000
- 4e | NC-211 Corridor \$61,625,000
- 5a | Lejeune Rails-to-Trails Greenway Extension \$32,175,000
- 5a | DoD Rail Corridor \$39,100,000
- 5b | Pine Knoll Shores/Bogue Banks Path \$22,425,000
- 6a | Washington-Greenville Greenway \$75,562,500
- 6b | South Tar River Greenway Phase 3 \$23,400,000
- 7a | Weeksville Road corridor \$17,550,000
- 7b | Dismal Swamp Canal Trail extension \$10,062,500
- 7b | Dismal Swamp Canal Trail extension \$7,312,500

2023 Year of the Trail Celebrations Planned/Anticipated:

East Coast Greenway State Trail Plan 2022-2027

- We aim to co-host 5 events with local communities along the North Carolina East Coast Greenway State Trail in 2023 Year of the Trail.
- We will develop press releases along with professional video and photo content to highlight the progress of the Complete the Trails Fund program
- Celebration events will be planned in partnership with State Parks to keep momentum and support going forward
 - We will coordinate with the relevant legislators in the districts where the projects are happening so keep them informed and involved
- A record of all media coverage and communications details will be shared and coordinated with State Parks

Needed technical/other assistance needed from State Parks:

- Land acquisition technical assistance – ECGA has typically relied on potential trail corridors already in public control or right-of-way. The CTP opens opportunities for corridors in which public control or right-of-way are inadequate or nonexistent through funding land easement acquisition. Given State Parks experience with identifying and negotiating land acquisitions, ECGA would benefit from their technical assistance in this realm.