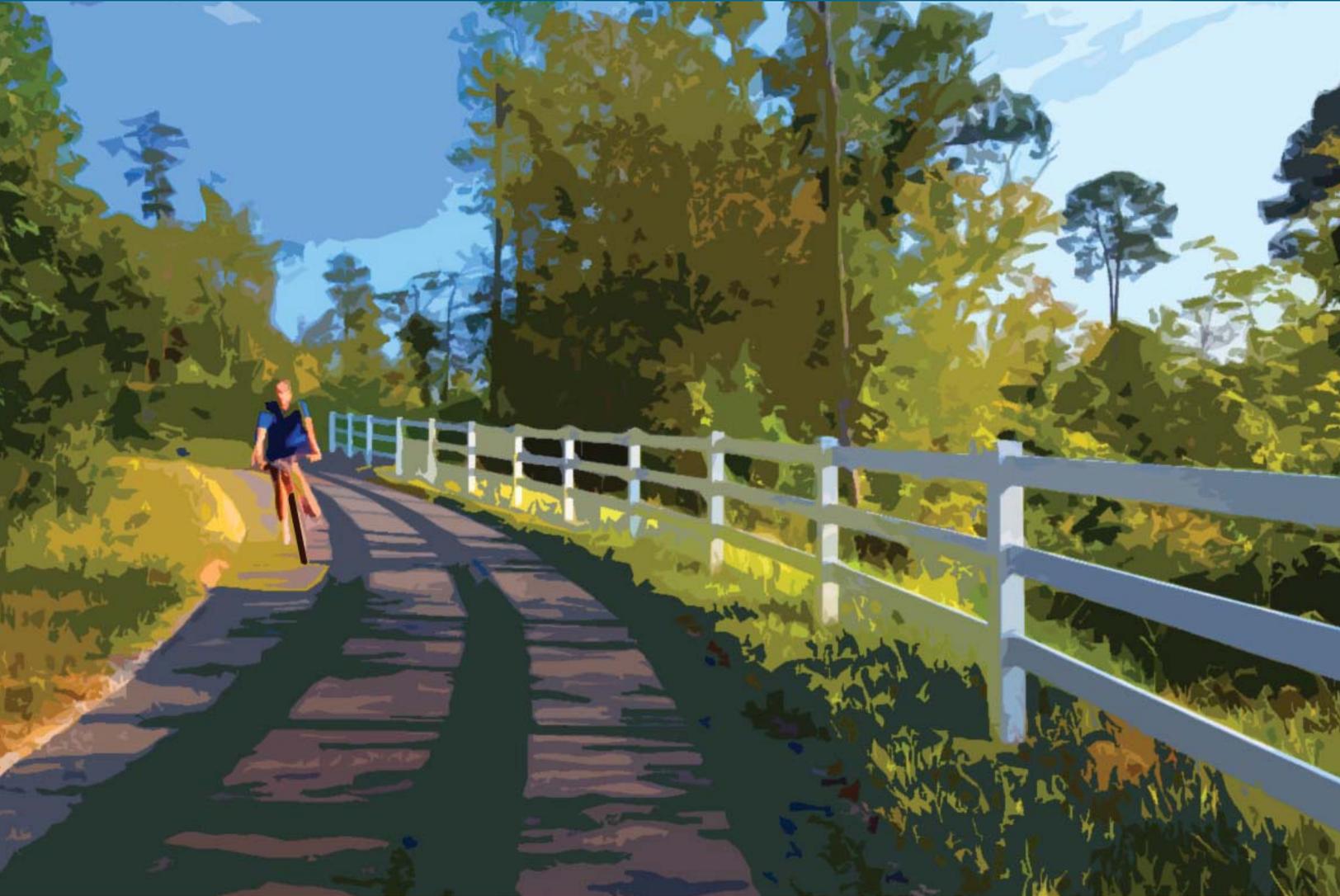




# WAKE COUNTY GREENWAY SYSTEM PLAN

2017



Prepared for Wake County Parks, Recreation and Open Space (PROS)  
Prepared by Alta Planning + Design, with Stewart



## Acknowledgements

Thank you to the 2,300+ local residents, business leaders, developers, and government staff that participated in the development of this Plan through meetings, events, comment forms, and plan review. Special thanks to those who participated as project stakeholders, advisors, and committee members, listed below (project steering committee members are noted by asterisks).

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2017

# Table of Contents

Executive Summary .....4

**CHAPTER ONE: INTRODUCTION**

Purpose .....9

Project Overview.....9

Definitions for this Plan..... 10

Vision and Goals .....11

Benefits of Greenway Trails ..... 12

    Greenways Create Value and Generate Economic Activity..... 12

    Greenways Enhance Bicycle and Pedestrian Transportation Options ..... 14

    Greenways Improve Health through Active Living ..... 14

    Greenways Protect Waterways, Wildlife Habitat, and Natural Areas..... 16

    Greenways Enhance Cultural Awareness and Community Identity ..... 18

The Planning Process..... 19

**CHAPTER TWO: EXISTING CONDITIONS**

Overview .....21

Booming Greenway Trails in North Carolina’s Research Triangle ..... 22

Existing Conditions Maps ..... 24

Public Process Overview .....30

Stakeholder Comments on Existing Conditions.....32

Public Comments on Existing Conditions ..... 36

Support for Greenways in Existing Plans ..... 42

**CHAPTER THREE: RECOMMENDATIONS**

Overview ..... 49

Guiding Principles for Greenway Trails Development in Wake County ..... 49

Methodology for Greenway Trail System Planning.... 50

The Countywide Greenway Trail System ..... 52

Greenway Trail System Recommendations by Project Category ..... 60

Prioritization Tools..... 65

Cut-Sheets for Priority Projects ..... 66

Summary Table ..... 113

Improving Trail Users’ Experience ..... 119

**CHAPTER FOUR: IMPLEMENTATION STRATEGY**

Overview ..... 125

Organizational Framework for Implementation..... 126

Project Funding Considerations..... 127

Funding Strategies..... 128

Trail Policy Guidance..... 132

Trail Maintenance Guidance ..... 134

Trail Design References and Resources..... 138

Implementation Action Steps Table ..... 139

**APPENDIX A: WAKE COUNTY GREENWAY SYSTEM PLAN BENEFIT IMPACT ANALYSIS**

**APPENDIX B: FUNDING RESOURCES**

**APPENDIX C: STANDARD TRAIL CROSS SECTIONS**

**INTENDED AUDIENCES**

The intended audience for this document includes residents, elected officials, government planners, developers, and all people interested in active transportation, recreation, health, wellness, environmental stewardship, economic development, tourism, and overall quality of life in Wake County and North Carolina.

**ADDITIONAL INFORMATION**

Please contact Wake County for additional information on this Plan and planning process:  
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# Executive Summary

## Plan Vision

The vision for this Plan is to create a connected and comprehensive system of greenway trails that enhances quality of life throughout Wake County. There is no other single type of investment that can be made on a local and regional scale that provides such a wide range of positive impacts. Greenways improve quality of life by providing opportunities for transportation, recreation, public health, economic development, and environmental stewardship. This Plan serves as a clear guideline for trail planning and development, providing a framework for local governments and project partners to create a connected system of cross-county greenway trails.

### WHAT IS A GREENWAY?

Greenways are defined as linear, natural areas which may be suitable for access. Some greenways benefit the community by remaining as undeveloped open space, protecting water quality, providing valuable buffers, environmental preserves, or wildlife corridors. Wake County has a well-established Open Space Plan and Program that is dedicated to the protection of these types of natural corridors and systems throughout the County.

Some greenways also contain trails. These “greenway trails” enhance existing recreational opportunities, provide routes for active transportation, and improve the overall health and quality of life in an area. They can be paved or unpaved, and can be designed to accommodate a variety of trail users.

### FOCUS OF THIS PLAN

This particular plan is focused on establishing greenway trail connections. When planning trail routes, natural greenway corridors (such as those along waterways) are preferred over man-made corridors (such as roadways). However, roadway corridors are often necessary for routing trails to certain destinations and population centers, where other opportunities do not exist. The preference for using natural corridors for trails is due not only to the preferred experience of the trail user (to be in nature), but also due to the many benefits associated with protecting our natural lands and waterways (see pages 16-17).

# Plan Goals

The projected impact of the proposed trail system is summarized on pages 57-59 (and quantified in Appendix A), based on several of these trail benefits/goals:



**IMPROVE ACCESS TO OUTDOOR RECREATION FOR HEALTH AND WELLNESS**



**INCREASE CONNECTIVITY FOR MULTI-MODAL TRANSPORTATION**



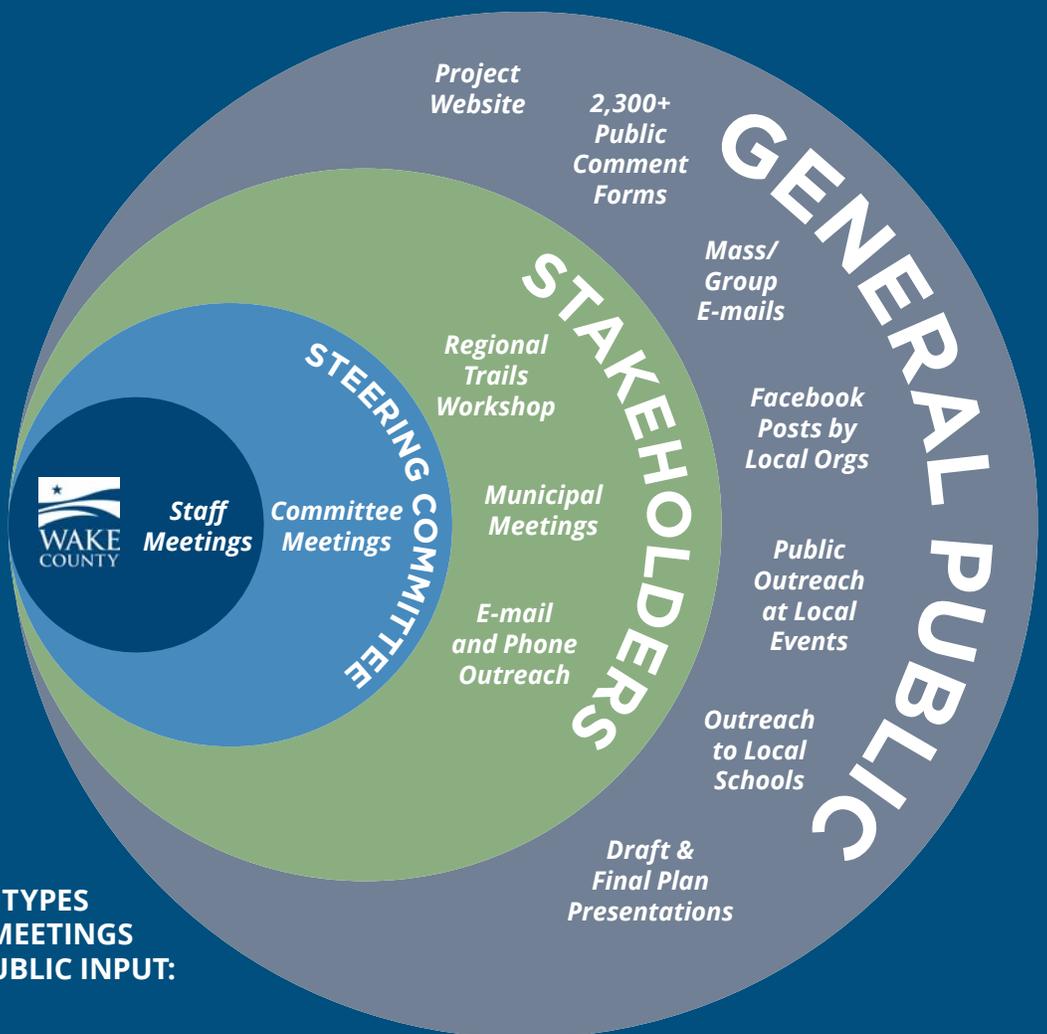
**SUPPORT ECONOMIC DEVELOPMENT AND CAPITALIZE ON TRAIL-BASED TOURISM**



**PROTECT WATERWAYS, WILDLIFE HABITAT, AND NATURAL AREAS ALONG GREENWAYS**

# Public Process Overview

The planning process began with a stakeholder workshop in late 2015. The draft plan was developed with input from the public and a Steering Committee in early 2016. The final plan was developed with further input and presentations throughout 2016.



**KEY TYPES OF MEETINGS & PUBLIC INPUT:**

## THE COUNTYWIDE GREENWAY SYSTEM

The Countywide Greenway System (opposite page and Map 3.0) was developed with these key steps:

1. *Collect data.*
2. *Map all existing trails and trails proposed in previous plans.*
3. *Identify a system of regional connector trails.*
4. *Prioritize the overall system into sets of recommendations.*

Rather than including all proposed trails from all existing plans (Map 3.0-B), this system focuses instead on corridors that offer the best potential for regional trail connectivity. It is based primarily upon connections between existing trails and the ability to connect to destinations such as parks, lakes, and downtown/town centers.

## THE GREENWAY SYSTEM BY PROJECT CATEGORIES

The overall system of recommendations is organized into the following set of project categories in Chapter 3:

### MAP 3.1 BRIDGE THE GAPS

The focus of these “Bridge the Gaps” priority projects is connectivity, featuring 48 miles of trail in 23 segments. The projects are spread throughout the county, with at least one project in each of Wake County’s 12 municipalities. These fill critical gaps within the existing network of trails, and serve as catalyst projects where trails are currently lacking. For more on these projects, see the project cutsheets in Chapter 3 of the Plan.

### MAP 3.2 CONNECT PARKS AND LAKES

This group of projects features 60 miles of trail in 12 segments, connecting to 15 parks (seven of which feature lakes). The idea of connecting to parks and lakes was driven by public feedback on desired destinations, in which people indicated a desire to connect with existing trails, parks, and natural areas as the top choices out of a range of destination types (see the public comment form results in Chapter 2).

### MAP 3.3 CONNECT THE COMMUNITIES

With this group of projects, all 12 municipalities will be connected into the greenway system, with 19 miles of trail in six segments. These projects allow for key connections in Fuquay-Varina and Zebulon, plus more direct greenway trail connections between Raleigh, Cary, Apex, and Morrisville.

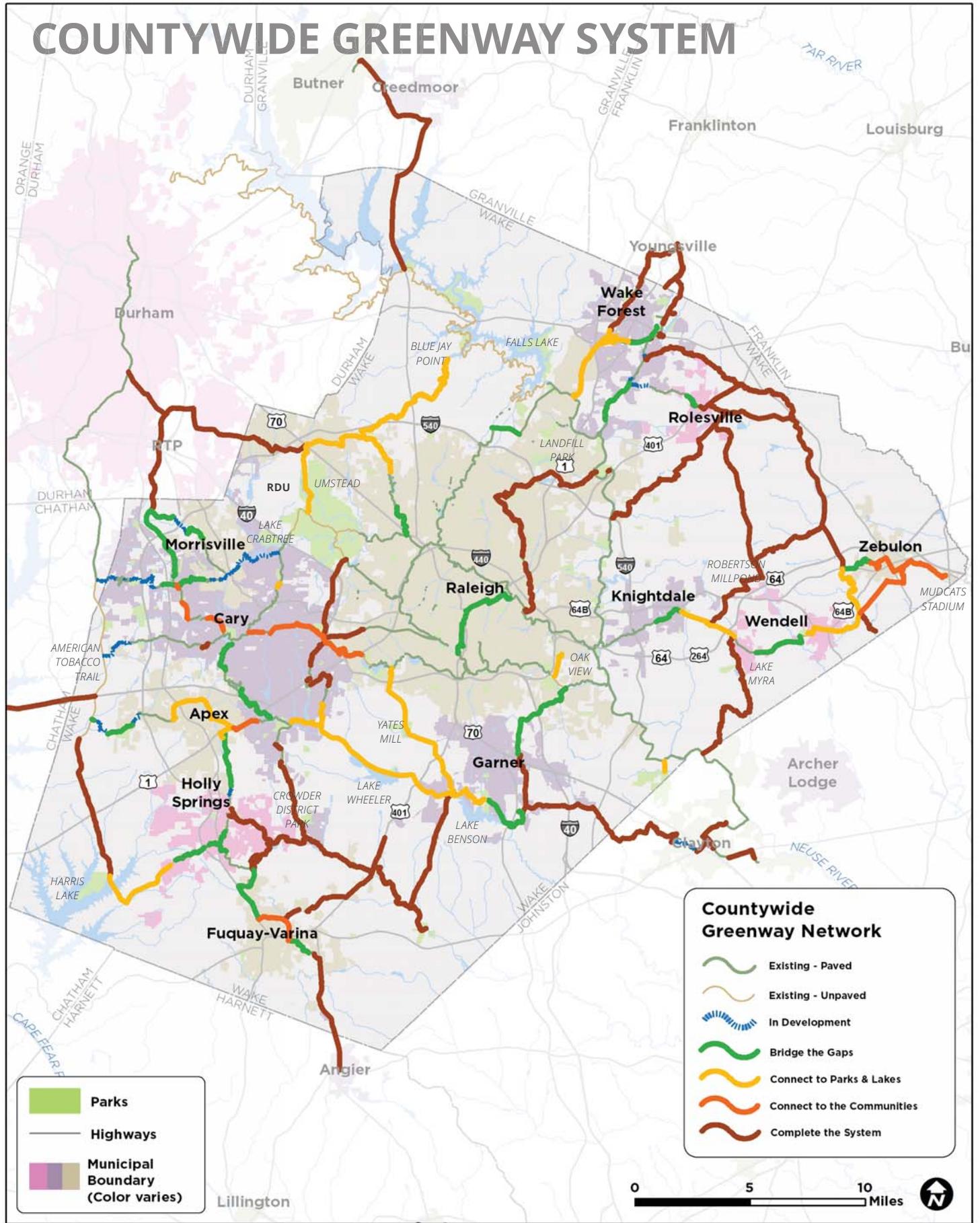
### MAP 3.4 COMPLETE THE SYSTEM

There are 147 miles of proposed trail in this group, made up of over 30 project segments. These longer-term projects (like all projects) could be completed sooner, depending on how they are implemented and on the opportunities that arise to complete the system in the coming years and decades. See Chapter 4 for more on the overall implementation strategy.

## IMPLEMENTATION RESOURCES

Chapter 4 features information on the recommended organizational framework for implementation, funding strategies, policy guidance, and detailed action steps.

# COUNTYWIDE GREENWAY SYSTEM



A man in a blue shirt and sunglasses is riding a bicycle on a dirt path through a forest. The path is shaded with dappled sunlight. The background is filled with tall trees and green foliage.

# 1

## ***Introduction***

*“Greenways highlight the best we have to offer as a vibrant, growing community. Supporting economic development, promoting active lifestyles, providing transportation options, allowing a connection with nature and giving us the opportunity to connect with our neighbors. We love our greenways as a representation of the active, loving, caring community we are.” - Sig Hutchinson, Wake County Commissioner*

## PURPOSE

Wake County's overall vision is to be a great place to live, work, learn and play! The purpose of this Plan is to provide a clear guideline for the development of a countywide network of greenway trails, furthering the benefits of greenway trails for all of Wake County.

## PROJECT OVERVIEW

Wake County is one of the fastest growing counties in the United States (US Census Bureau 2012). As its population continues to grow, the overall demand on community resources and facilities also grows. With a growth rate of 62 people per day, the County and its municipalities must look to the future to be strategic about how it will preserve and enhance quality of life for current and future generations. The Wake County Division of Parks, Recreation and Open Space (PROS) is doing its part through the service areas of open space, recreation and leisure, and environmental and cultural education. Their mission is, *"To provide outdoor recreation and educational opportunities while promoting environmental and cultural stewardship through a managed system of parks and open spaces."* The Division operates nine park and trail facilities with a combined annual visitation of

more than one million patrons. They also manage an open space program, which has protected about 6,000 acres of land across Wake County to preserve water quality.

In recent years, Wake County has also been involved as a key partner in local greenway planning and development. The need for such partnerships comes from a desire for greater connectivity between greenway trails, as evident in the hundreds of miles of proposed trails in the adopted plans of the County's municipalities. In order to be more proactively involved in this process, and to address the growing interest in greenway trails, PROS is stepping forward as the lead agency for this Greenway System Plan. This Plan establishes and communicates a broad vision for a countywide system of greenway trails, and provides guidance to Wake County and its partners, so that all involved can collaboratively work towards and benefit from realizing that vision.

## Wake County Greenway System Plan

*Clockwise from top left: Little Rock Trail (Raleigh), Abbotts Creek Trail (Raleigh), Rocky Branch Greenway (Raleigh), and the White Oak Greenway (Cary).*



### DEFINITIONS FOR THIS PLAN

As the leading municipality in Wake County for greenway planning, design, and construction, the City of Raleigh offers a valuable framework to build upon, not only in terms of trail infrastructure, but also in terms of core concepts. Therefore, this Plan draws upon Raleigh's definitions of greenways and greenway trails. The following are adapted from the City of Raleigh's 2014 *Capital Area Greenway Planning and Design Guide*.

**Greenways** are defined as linear, natural areas which may be suitable for access. Some greenways may not be suitable for greenway trail development and benefit the community by remaining as undeveloped open space, providing valuable buffers, environmental preserves, or wildlife corridors. "Greenways" in this sense are covered in Wake County by PROS, through their open space program.

**Greenway trails** are the primary focus of this Plan. They are constructed public access facilities within greenways or public utility rights-of-way (where an

easement is present). Combined together, individual greenway trails make up a larger network that connects neighborhoods, schools, parks, downtown, and commercial areas. Examples include the Neuse River Trail and the Crabtree Creek Greenway. These are also sometimes referred to as "multi-use trails", "shared-use trails", and in the case of trails along roadways (as pictured above, bottom-right), "side paths".

**On-road bicycle facilities and sidewalks** outside greenway trail corridors can connect users from residential, civic, social, and employment areas to the greenway trail network. These connections are generally located on or along the streets. They include bicycle lanes, signed bicycle routes, sharrows, bicycle boulevards, sidewalks, paved shoulders, and separated bicycle lanes. For definitions of these on-road facilities, visit [www.walkbikenc.com/plan-resources](http://www.walkbikenc.com/plan-resources). On-road facilities that connect directly to greenway trails complement the network and are not intended as an alternative to greenway trail development.

## Plan Vision

The vision for this Plan is to create a connected and comprehensive system of greenway trails that enhances quality of life throughout Wake County. There is no other single type of investment that can be made on a local and regional scale that provides such a wide range of positive impacts. Greenway trails improve quality of life by providing opportunities for transportation, recreation, public health, economic development, and environmental stewardship. This Plan serves as a clear guideline for greenway planning and development, providing a framework for local governments and project partners to create a connected system of cross-county greenway trails.

## Plan Goals



### **IMPROVE ACCESS TO OUTDOOR RECREATION FOR HEALTH AND WELLNESS**

Improve health and wellness of residents by increasing access to trails, thereby offering more opportunities for recreation, physical activity and time spent outdoors and in nature.



### **INCREASE CONNECTIVITY FOR MULTI-MODAL TRANSPORTATION**

Increase transportation options by expanding upon existing trails, connecting key destinations, such as downtowns, parks, schools, shopping centers, transit hubs, employment centers, and neighborhoods.



### **SUPPORT ECONOMIC DEVELOPMENT AND CAPITALIZE ON TRAIL-BASED TOURISM**

Support economic development by marketing, promoting, and maintaining greenway trails in a way that increases tourism, enhances property values, and makes Wake County the centerpiece of North Carolina's growing legacy as "The Great Trails State."



### **PROTECT WATERWAYS, WILDLIFE HABITAT, AND NATURAL AREAS ALONG GREENWAYS**

Protect our water supply by keeping the land around our waterways in their natural state, thereby filtering pollutants from storm water runoff, while also providing essential plant and wildlife habitat as the region continues to grow.

A comprehensive and connected system of greenway trails will not only serve basic functions like those mentioned above, but it will also set the region apart from other fast-growing metropolitan areas. This type of initiative represents the forward-thinking planning that is needed to create a truly livable region. People value this region's natural beauty, the function of natural lands and waters, and the connectivity provided by greenway trails. This is why a connected system of greenway trails is important to Wake County and the region.

## BENEFITS OF GREENWAY TRAILS

Communities across the U.S. and throughout the world are investing in greenway trails as a key factor of overall livability. They do this because of their obligation to promote health, safety, and welfare, and also because of the growing awareness of the many benefits of having a connected system of greenway trails.

## GREENWAYS CREATE VALUE AND GENERATE ECONOMIC ACTIVITY

The economic benefits of trails are generated in several ways. First, trails increase adjacent property values, which benefits property owners, developers, and local government agencies that see increased property tax revenues. Second, trails attract both businesses and tourists, spurring economic development that benefits all residents. Third, improved trail access near businesses has

been shown to increase sales while reducing the need for expensive parking. Fourth, if planned in a way that also protects water quality through vegetated buffers along streams, greenways can also reduce costs associated with water treatment and flood damages. Finally, trails are far less expensive to construct than roadways.

### *Greenways and Walkable, Bicycle-friendly, Mixed-use Communities Are Valued by Homebuyers*

Businesses, residents, and visitors consider quality of life factors like walkability and bikability when choosing locations to settle. According to a 2013 survey by the National Association of Realtors (NAR), the demand for the conventional suburban development patterns that predominated in the second half of the 20th century is shifting to more walkable, mixed-use communities—especially



*Bicycles mean business in Raleigh. Left: Bicycle parking on Hargett St. Below: Bicyclists at Crank Arm Brewing; photos by ITRE Bicycle and Pedestrian Program.*



---

*“Building our network of trails is an essential investment that enables the Research Triangle Park to remain globally competitive by allowing us to attract the type of workers that companies want with amenities professional workers demand.”*

- Liz Rooks, Former Executive Vice President of the Research Triangle Foundation

---

among the higher-educated work force that Triangle-area businesses aim to attract and retain in the region. **The NAR survey also showed that walkability and shorter commutes are key to community preference**, indicating that as the demand for automobile-dependent development decreases, communities should be built (and retrofitted) with greenway trail connectivity in mind.

### ***Greenways Increase Real Property Values***

There are many examples, both nationally and locally, that affirm the positive connection between trails, walkability, and property values. For example, **the report “Walking the Walk” by CEO’s for Cities, which looked at 94,000 real estate transactions in 15 markets, found that in 13 of those markets, higher levels of “walkability” were directly linked to higher home values.** For other examples, see the Trust for Public Land’s ‘Economic Benefits of Parks and Open Space’ and the Rails-to-Trails Conservancy’s ‘Economic Benefits of Trails and Greenways,’ illustrating how trails have positively impacted property values across the country.

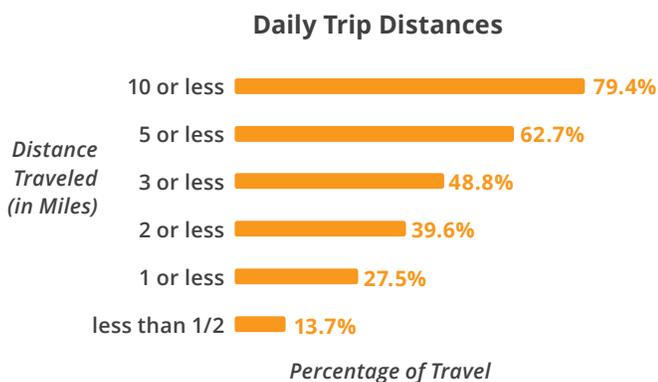
### ***Greenway Trails Offer Transportation Cost Savings***

When looking at the returns on investment noted above, it is also important to put into perspective the massive differences in costs inherent in the transportation decisions we make, both as individuals and as a region. Consider the individual costs associated with various forms of transportation. Walking is virtually free and the cost of operating a bicycle is far less than operating a car. A study cited by the Victoria Transport Policy Institute found that **households in automobile-dependent communities devote 50 percent more of their income to transportation (more than \$8,500 annually) than households in communities with more accessible land use and more multi-modal transportation systems (less than \$5,500 annually).** Bicycling and walking are affordable forms of transportation, and with the relatively low cost and high return on investment for trails, it is hard to argue against developing a regional system that creates value and generates economic activity.

On a broader scale, consider the regional costs of our transportation infrastructure investments. According to the Federal Highway Administration, the basic cost of a single mile of urban, four-lane highway is between \$20 million and \$80 million. For example, the Triangle Expressway cost \$1 billion, going roughly 20 miles from the Research Triangle Park to Holly Springs, coming to \$50 million per mile. By contrast, the Neuse River greenway cost about \$1.2 million per mile, in 2016 dollars.

### GREENWAYS ENHANCE BICYCLE & PEDESTRIAN TRANSPORTATION OPTIONS

Surveys by the Federal Highway Administration show that Americans are willing to walk as far as two miles to a destination and bicycle as far as five miles. A complete system of trails in Wake County, combined with other bicycle and pedestrian infrastructure, will offer viable opportunities for walking and biking to nearby destinations. Choosing to bike or walk rather than to drive, however, is often made difficult by the way our cities and towns have developed. The sprawling land use patterns of many communities in Wake County, combined with roadway corridors designed for cars only, leaves many residents with little choice but to drive, even for short trips. This is not unique to Wake County, as much of the urban and suburban growth in the U.S. of the past half-century has been automobile-dependent. In fact, **about 40% of all driving trips made in the U.S. are shorter than two miles**, indicating an opportunity to accommodate those trips by providing the right environment for people to make them by foot or by bicycle.



*Most driving trips in the U.S. are for a distance of five miles or less. Chart from the Bicycle and Pedestrian Information Center, [www.pedbikeinfo.org](http://www.pedbikeinfo.org)*

### GREENWAYS IMPROVE HEALTH THROUGH ACTIVE LIVING

The physical design of communities can provide permanent, sustainable environments that support physical activity. For example, when people are able to live near and get to destinations such as work, shopping, and entertainment without using automobiles, opportunities for physical activity through active transport are increased. The Centers for Disease Control (CDC) determined that **by creating and improving places in our communities to be physically active, there could be a 25 percent increase in the percentage of people who are physically active at least three times a week**. The CDC also reviewed 12 studies on the effectiveness of community scale urban design and land-use policies and practices in supporting physical activity and found an overall median effect size of 161% for some aspects of physical activity, such as increases in the number of walkers or bicyclists. This is significant considering that for people who are inactive, even small increases in physical activity can bring measurable health benefits. **In Wake County, for example, almost two out of three adults (59.9%) is either overweight or obese, and 10% of residents do not engage in any physical activity. At the same time, 95 percent of respondents to this Plan’s public comment form said they would use greenways more often if they were closer to them or if there were more of them.**

Some related findings from the field of health include:

- “An estimated 10.8 percent of all deaths in the United States is attributable to physical inactivity.” (Lee, et al.)

Neuse River Trail (Raleigh); photo from the Triangle Greenways Council.



- “Every \$1 spent building biking trails and walking paths can save about \$3 in medical expenses. Through GO NCI, BCBSNC hopes to improve health and reduce obesity-related medical costs in North Carolina.” (Brad Wilson, BCBSNC president and CEO)
- “Every \$1 investment in trails for physical activity led to \$2.94 in direct medical benefit. The sensitivity analyses indicated the ratios ranged from 1.65 to 13.40. Therefore, building trails is cost beneficial from a public health perspective.” (Cost-Benefit Analysis of Physical Activity Using Bike/Pedestrian Trails)
- “From current evidence, we find that urban river parkways can improve physical, mental, and community health, and that they are particularly important in offering opportunity for ‘green exercise’—physical activity in the presence of nature.” UCLA’s Center for Occupational and Environmental Health

### ***Greenways Provides Opportunities for Solace in Nature***

Another way in which greenways affect health, particularly psychological health, is through exposure to nature. Contact with nature has been linked to a greater ability to cope with life stressors, improve work productivity, reduce job-related frustration, increase self-esteem, reduce levels of attention deficit disorder in children, improve cognitive ability, reduce aggressive behavior, and provide greater life satisfaction (Frumkin) (Louv).

## GREENWAYS PROTECT WATERWAYS, WILDLIFE HABITAT, AND NATURAL AREAS

There are many environmental benefits from greenways and open space that help to protect the essential functions performed by natural ecosystems. Some of these benefits include carbon sequestration, airborne particulate capture, oxygen generation, urban heat-island temperature moderation, and surface water filtration & infiltration. As an educational tool, greenway trail signs can be designed to educate people about their environment, on topics such as the water cycle and native plant and animal species. Similarly, a greenway can serve as a hands-on environmental classroom for people of all ages to experience natural landscapes, conduct river clean-ups, and further environmental awareness. Some of the largest benefits, however, are those directly related to water quality, wildlife, and reduced fuel consumption, as described below.

### **Water Quality Benefits**

Natural open spaces around greenway trails help to protect water quality by creating a natural buffer zone around streams, rivers, and lakes, preventing soil erosion and filtering pollution caused by agricultural and road runoff.

We need water for drinking, boating, swimming and fishing, so improving our water quality by buffering wetlands and streams is one of the most powerful benefits of preserving open space. Rivers become polluted when rainwater picks up motor oils, fertilizers, litter, pesticides and other pollutants and then “runs off” into streams and creeks, which empty into rivers, lakes, estuaries and the ocean. Every time a site is developed with parking lots, roads and buildings, the amount of water that soaks into the ground is reduced, and the amount running off increases. Any land that remains



*Sign from a conservation campaign in North Carolina. According to the Trust for Public Land, the number one reason that voters support open space measures across the country is to protect water resources.*

undisturbed does not contribute pollutants to our streams and lakes. Open space, particularly open space surrounding streams, lakes and rivers, usually contains natural grasses and other vegetation that serve as filters, removing pollutants before they are deposited into our water bodies.

### **Biodiversity & Wildlife Benefits**

Greenways can protect and link fragmented habitats and provide opportunities for protecting plant and animal species. Biodiversity is simply the diversity among and within plant and animal species in an environment. Biodiverse systems provide a wide range of ecosystem services, and have a greater ability to withstand natural and/or human caused disturbance (resiliency).

Many of the benefits of greenways and open space depend upon biodiverse systems and the resulting ecosystem services they provide, such as:

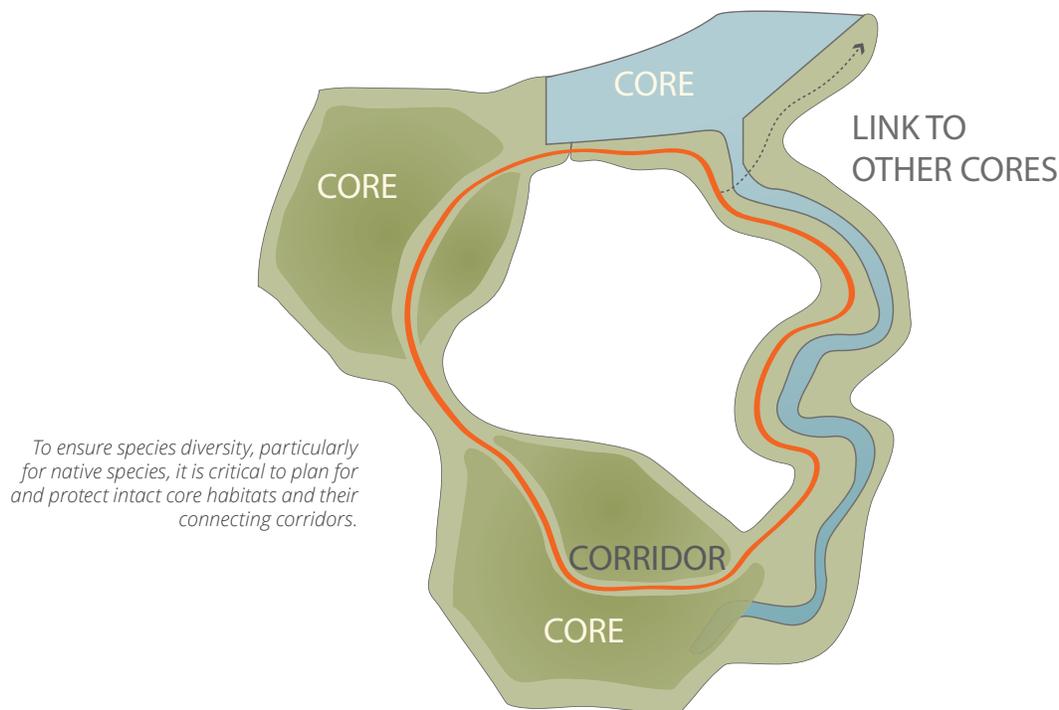
- Soil formation and protection
- Pollution breakdown and absorption
- Water resource protection
- Erosion and flood control
- Nutrient storage and recycling
- Climate stability
- Ecosystem resilience from unpredictable events/disturbances

- Breeding stocks, population reservoirs
- Food production
- Medicinal resource production – pharmaceutical drugs
- Wood production
- Genetic diversity

In the 1960's, ecologists began intensively studying how habitats in disturbed or urbanized areas function. The concept of habitat "cores" and "corridors" has become an accepted model for disturbed habitats. The physical geometry of habitat cores and corridors affects their overall habitat quality. Large cores with wide, forested or naturally vegetated corridors provide the best habitat in developed/disturbed areas. As core size and corridor width decreases, so does habitat quality. While corridors that have no vegetative cover are poor in quality, they are better than no corridor at all. Generally speaking, the better the connectivity across cores provided by corridors, the greater the possibilities for higher biodiversity. The illustration below summarizes this concept.

### ***Environmental Benefits Of Bicycling And Walking***

Bicycling and walking are the two major non-fuel-consuming, non-polluting forms of transportation. According to a national walking and bicycling study by the U.S Department of Transportation (Publication No. FHWA-PD-93-015), the greatest environmental benefits of bicycling and walking are that they conserve roadway and residential space; avert the need to build, service, and dispose of autos; and spare users of public space the noise, speed, and intimidation that often characterize motor vehicle use, particularly in urban areas. By far the greatest environmental benefit of bicycling and walking, according to the study, is that they bypass need for fossil fuel, and the environmental issues associated with the use of fossil fuel. Thus, to the extent that bicycling and walking displace trips that otherwise would have involved use of motor vehicles, they enable society to reduce consumption of fossil fuels and the associated pollution and other environmental damage.



*To ensure species diversity, particularly for native species, it is critical to plan for and protect intact core habitats and their connecting corridors.*

### ***Greenways Protect People and Property from Flood Damage***

The protection of open spaces associated with greenway development can also protect natural floodplains along rivers and streams. According to the Federal Emergency Management Agency (FEMA), the implementation of floodplain ordinances is estimated to prevent \$1.1 billion in flood damages annually. By restoring developed floodplains to their natural state and protecting them as greenways, many riverside communities are preventing potential flood damages and related costs.

### **GREENWAYS ENHANCE CULTURAL AWARENESS AND COMMUNITY IDENTITY**

Trails, greenways, and open space can serve as connections to local heritage by preserving historic places and by providing access to them. They provide a sense of place and an understanding of past events by drawing greater public attention to historic and cultural locations and events. Trails often provide access to historic sites such as battlegrounds, bridges, buildings, and mills that otherwise would be difficult to access or interpret.

Each community or region has its own unique history, its own features and destinations, and its own landscapes. For example, historic sites in Wake County include Historic Oak View County Park, Historic Yates Mill County Park, and more than 200 sites on the National Register of Historic Places. Cultural and historic groups like the Wake County Historic Preservation Program could assist in trail design and programming near historic sites. By recognizing, honoring, and connecting these features, the combined results serve to enhance cultural awareness and community identity, potentially attracting tourism. Being aware of the historical and cultural context when naming parks and trails and designing features will further enhance the overall trail and park user experience.

Finally, greenways and trails provide opportunities for people to interact with one another outside of work and their immediate neighborhood. Positive interaction (such as through exercising, strolling, or even just saying ‘hello’) among people from a wider community helps to build trust and awareness of others, which strengthens the overall sense of community.



*Historic Yates Mill County Park, photo by Gary D. Knight.*

## THE PLANNING PROCESS

The planning process included participation and direction from project committee members, stakeholders, input from the public, and public hearing presentations to the Wake County Board of Commissioners. The timeframe for these and other steps are outlined at right.

### *Steering Committee and Stakeholders*

The Steering Committee was made up of representatives from the following agencies and organizations:

- Capital Area Metropolitan Planning Organization
- City of Raleigh
- Town of Apex
- Town of Cary
- Town of Holly Springs
- Town of Knightdale
- Town of Morrisville
- Town of Wake Forest
- Triangle J Council of Governments
- Wake County

Other project stakeholders also included representatives from Fuquay-Varina, Garner, Rolesville, Wendell, Zebulon, the Research Triangle Foundation, surrounding counties, surrounding municipalities, and organizations and agencies related to public health, recreation, transportation, and tourism.

### *Key Steps in the Process:*

**OCTOBER 2015** - Data Collection: GIS analysis, Steering Committee kick-off meeting, and launch of project website and public comment form.

**NOVEMBER 2015** - Opportunities & Constraints: Research existing conditions, base map production, and two public input events.

**DECEMBER 2015** - Countywide Trail Coordination Workshop: 47 stakeholders meet to discuss plan vision and opportunities for a county-wide network of trails.

**JANUARY 2016** - Preliminary Draft Plan: Development of draft plan chapters, project prioritization based on input to-date, and the second Steering Committee meeting.

**FEBRUARY & MARCH 2016** - Draft Plan Review: Municipal coordination meetings; Draft Plan released to public for review, and additional input events.

**APRIL-JUNE 2016** - Final Plan: Revisions based on input to-date, third Steering Committee; Final Plan presentations in Spring & Summer 2016.