

CASHIERS GREENWAY RAMBLE



MASTER IMPLEMENTATION PLAN

 **VISION CASHIERS**
IMPROVING TOMORROW... TODAY

2020

**CASHIERS,
NORTH
CAROLINA**

*Photo by Legacy
Tennessee Valley
Authority*



ABOUT THIS PLAN:

THIS PLAN WAS DEVELOPED FOR VISION CASHIERS TO ENVISION THE FUTURE OF THE RAMBLE, A GREENWAY IN THE MOUNTAIN TOWN OF CASHIERS, NORTH CAROLINA. THIS PLAN IS INTENDED AS A COMPREHENSIVE IMPLEMENTATION PLAN FOR THE NEXT 15-20 YEARS OF THE LIFE OF THE RAMBLE.

PLAN DEVELOPED BY:





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GUIDING PRINCIPLES OF THIS PLAN

RECOMMENDATIONS IN THIS PLAN ARE GUIDED BY FOUR PRINCIPLES:



1. ENHANCE WAYFINDING

AN IMPROVED WAYFINDING SYSTEM IS THE #1 IMMEDIATE NEED TO INCREASE USE AND THE QUALITY OF EXPERIENCE.



2. USE THE IMPLEMENTATION PLAN AS A ROAD MAP

THERE ARE MANY STOPS ALONG THE WAY TO GET TO A SYSTEM THAT IS WIDELY USED AND SEEN AS THE CORE TO CASHIER'S TRANSPORTATION & RECREATION NETWORK.



3. PARTNERS & STAKEHOLDERS ARE CRITICAL IN THIS PROCESS

AS AN UNINCORPORATED COMMUNITY, CASHIERS RELIES ON A CADRE OF PARTNERS AND VOLUNTEERS. A NETWORK OF PRIVATE-PUBLIC PARTNERSHIPS WILL BE NEEDED TO ACCOMPLISH THIS PLAN.

CHAPTER

1

INTRODUCTION

VISION

THE CASHIERS GREENWAY RAMBLE REVITALIZATION WILL IMPROVE COMMUNITY VITALITY AND WELLBEING BY ENCOURAGING EXERCISE AND IMPROVING HEALTH, AS WELL AS CONTRIBUTE TO ECONOMIC STABILITY BY ROUTING USERS THROUGH THE COMMERCIAL DISTRICT ALONG A VISUALLY CLEAR AND COHESIVE IN-TOWN PATHWAY.

GOALS

The long-term goal of this project is to establish a sustainable greenway that can be included in the Jackson County greenway complex. The primary objectives of this project are as follows:

- Document current usage and user satisfaction with The Ramble trail condition, location, and accessibility.
- Obtain a perpetual easement from existing property owners in The Ramble footprint.
- Using expert assessment, develop a Ramble Master Implementation Plan that improves the condition of the existing trail, incorporates other existing trails into the Ramble, identifies potential new pathway expansion.
- Upgrade the existing Ramble conditions and incorporate existing trails.
- Establish a sustainable on-going Ramble maintenance program.
- Evaluate the pathway expansion to improve Ramble connectivity to key Cashiers locations.
- Extend the Ramble, if deemed feasible and sustainable.
- Market the revitalized Ramble to increase usage.
- Evaluate The Ramble usage change and user satisfaction at the project end to determine the impact of this project and grant.



{ The two plans summarized below helped inform this plan. }

BACKGROUND

PRESERVING THE CASHIERS CORRIDOR (2014)

A GREENSPACE & GREENWAY ASSESSMENT OF IMPORTANT GREENSPACE, PUBLIC PATHWAYS, & TRAIL CORRIDORS IN THE CASHIERS, NORTH CAROLINA COMMUNITY

This project was specifically aimed to map existing public trails, identify gaps within the current trail system, and identify key greenspace properties that would protect parts of the existing or future trail sites and/or important natural or cultural sites for the Cashiers Community. Several maps were provided showing the locations of all pedestrian corridors within the Village of Cashiers, and provides an excellent basis for understanding the pedestrian connectivity of the area. Overall, the document shows that Cashiers has approximately 3.7 miles of publicly-accessible and marked trails as well as an additional 2.7 miles of unmarked trails that are commonly used by the public.

CASHIERS SMALL AREA PLAN (2018)

The Cashiers Small Area Plan was produced to provide a direction for growth and development in Cashiers. With regards to The Ramble, this plan specifically looked at the existing transportation corridors in and around the Village of Cashiers. The plan identified ways to improve physical and social connectivity throughout the village as well as identifying outdoor recreation as having an important economic impact within the community.

Within the plan a land-use framework was developed, dividing the greater Cashiers region into seven districts as a guide for growth. This framework identified a unique character for each district. It presented the connectivity between these districts as being of great importance.

Overall, the plan recommends encouraging pedestrian oriented design. Within the document, a map of existing pedestrian corridors including sidewalks and trails was included. This map also showed recommended locations for new sidewalks, trails and locations for improving the safety of intersections.

The plan specifically recommends the following for The Ramble trail system:

- Improve signage and wayfinding.
- Develop and install map kiosk.
- Develop and implement maintenance program, improve drainage.
- Explore formal easements to secure the future of The Ramble.
- Improve ADA accessibility, aesthetics, and lighting.



CHAPTER

2



WAYFINDING GUIDE

INTRODUCTION

Wayfinding improvements are needed to create a cohesive and easy experience for users as they navigate for transportation or exercise. Wayfinding signs can inform a user on directions, destinations, and difficulty, can serve as placemaking, and can even aid in identifying one’s location in case of emergencies. The following wayfinding “family” is a combination of existing retrofits and new features for The Ramble Trail.

MATERIAL PALETTE FOR WAYFINDING



PHASING & IMPLEMENTATION

Early Phasing: Easy first steps to implement wayfinding include:

- Retrofitting existing bollards with upgrades as the least expensive option
- Installing surface treatments in priority areas where signage is lacking or safety is a concern
- Installing 1-2 signs attached to existing lighting at brewery
- Upgrade existing kiosk with new map and logo

Future Phasing: Next steps may include:

- Installing 1-2 kiosks at key locations
- Work with landowners to install benches and lighting
- Install the wayfinding bollard where wayfinding maps may be needed or where new pathways are created
- Continue to install surface treatments

Ongoing Maintenance Needs:

- Repaint surface treatments every 3-5 years
- Re-stain sign posts every 5 years
- Inventory maintenance needs every year

THE RAMBLE WAYFINDING FAMILY & BRANDING



For more information on the branded trail loops, see page 22

Utilizing The Ramble Branding in Wayfinding. A new logo has been developed in conjunction with this guide. All wayfinding should follow the brand guidelines related to color and logos.

Utilizing Sub-branding/Trail Loops Markers. The Ramble is proposed to have different loops that are given unique markers or a sub-brand to allow users to more easily locate where they are in The Ramble Trail system.

SCALE

SYSTEM-WIDE

System-wide wayfinding should be located at major gateways/trailheads and will allow users to orientate themselves to the entire system.

JUNCTIONS & PLACEMAKING

Junction or placemaking wayfinding can be integrated into a part of a site where there is a congregation of heavy traffic and need for orientation to the larger system.

SITE MARKERS

Site markers give assurance that users are still on The Ramble Greenway and can give direction if the path meanders. This includes surface treatments.

KIOSK (PROPOSED AND RETROFIT)

SCALE

SYSTEM WIDE



NEW KIOSKS

A new kiosk in a few key locations would help elevate the visibility of The Ramble. This kiosk would be branded and can include the following system-wide information:

- User designation (ease and ability of use), noting what is ADA accessible
- Mileage or walking time to destinations
- Loops and their color/ symbol designations
- Emergency contact info
- Sponsorship info
- Leave No Trace principles
- Day hiking essential principles

POTENTIAL LOCATIONS

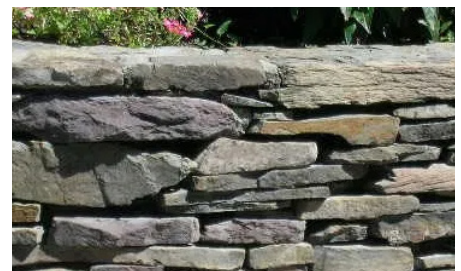
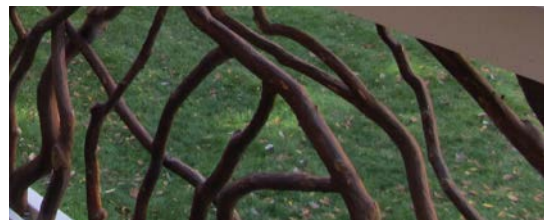
The Cashiers Visitor Center & Chamber of Commerce, Glenville-Cashiers Recreation Park, McKinney Meadow, the Southernmost trailhead, and The Village Green



THE RETROFITTED KIOSKS

Existing signs along The Ramble can be retrofitted at a minimum by incorporating the logo and a wayfinding map and/or by integrating laser cut steel elements into the existing kiosk structures.

MATERIAL PALETTE

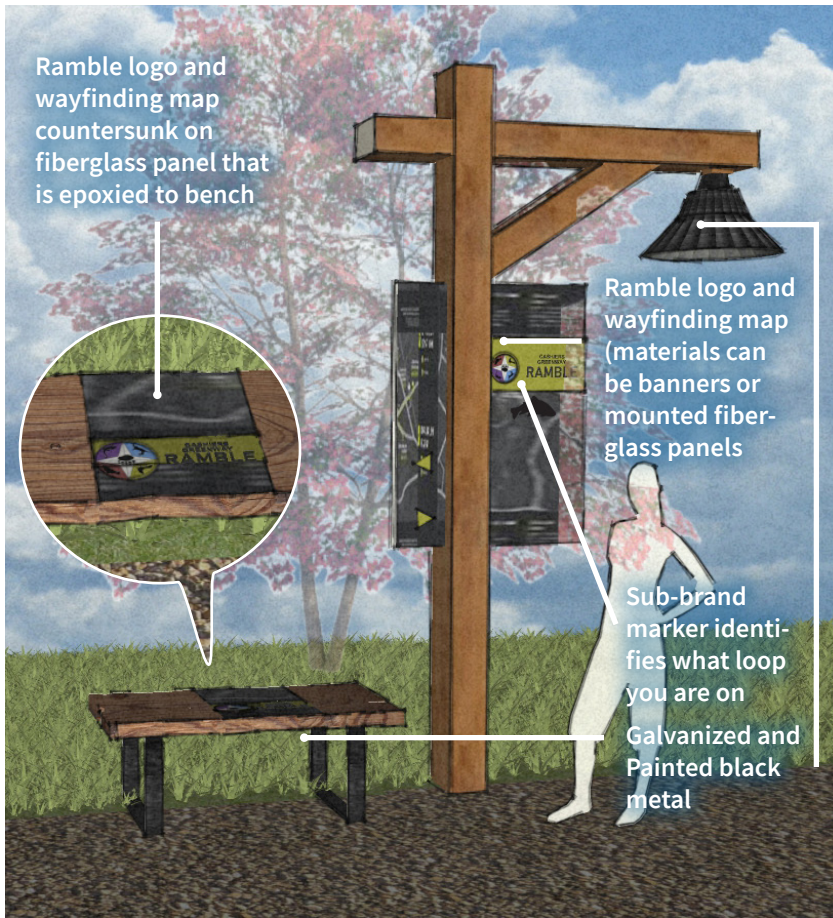


PLACEMAKING & JUNCTIONS

SCALE

PLACEMAKING

JUNCTIONS



PLACEMAKING SIGNS

Two reoccurring elements can be placed throughout the greenway to enhance sense of place and provide wayfinding.

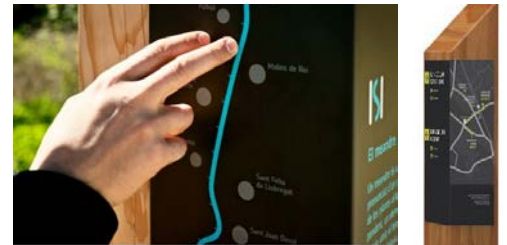
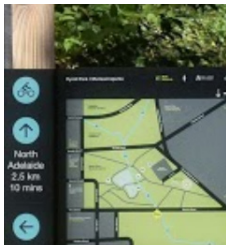
The Light: Taken from Whiteside Brewery's lighting style, this light can be upgraded (at the brewery) or installed in new key locations. Lighting also will encourage users to use The Ramble at night after dining or a visit at the brewery. Lighting typically increases trail use due to a higher perception of safety.

The Bench: Benches can be located along The Ramble and can be sponsored by different organizations.

POTENTIAL LOCATIONS

Core Cashier Village areas, Whiteside Brewery, and public park space (placed at path junctions). Work with willing commercial landowners who are installing new lighting.

MATERIAL PALETTE

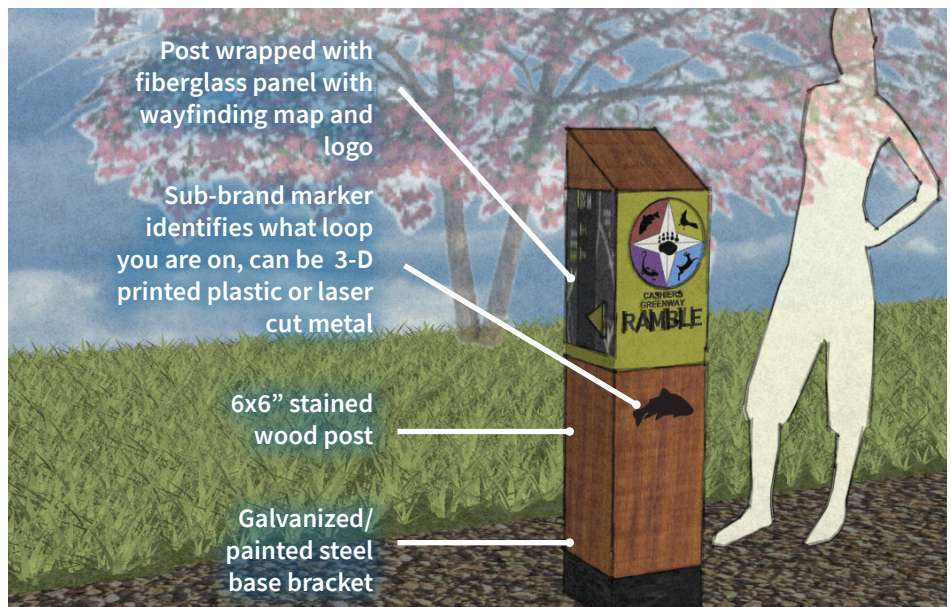


THE WAYFINDING BOLLARD

Wayfinding bollards should be used at junctions of major pathways or where loops converge.

POTENTIAL LOCATIONS

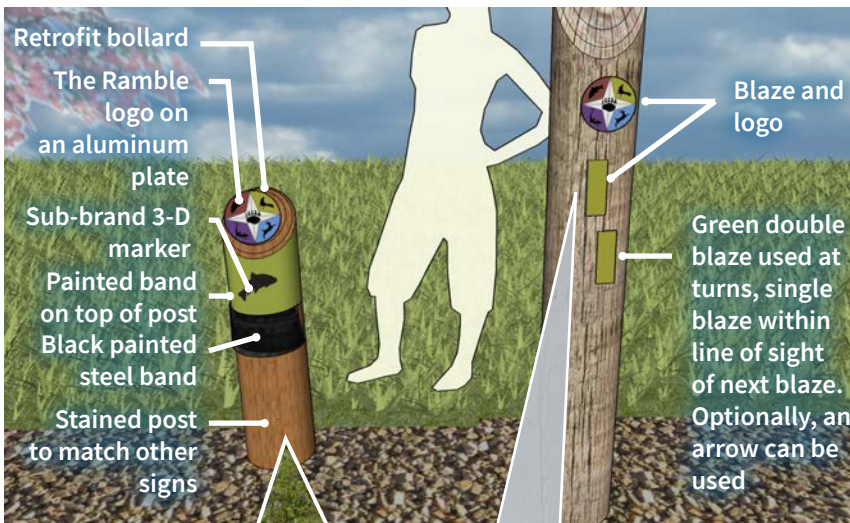
All major junctions of loops or where the Basic Bollard (following page) does not provide enough information.



BOLLARDS, BLAZES, & SURFACE TREATMENTS

SCALE

SITE MARKERS



BOLLARD (RETROFIT)

The existing bollards can be upgraded to fit into the wayfinding family by utilizing some minor and inexpensive upgrades proposed on the left. This bollard can be used as a path marker on new trail segments where minor junctions occur or to mark mileage segments (for longer proposed paths).

BLAZES

Blazes are rectangular swaths of color that indicates you are on a trail. Blazes should be used for two occasions:

Natural surface trails: Trails in woods can use existing trees for blazing.

Commercial areas: Where the trail passes through commercial store fronts, columns surrounding the path can incorporate the logo and arrows.

POTENTIAL LOCATIONS

Retrofit all existing bollards and install blazes in appropriate locations.

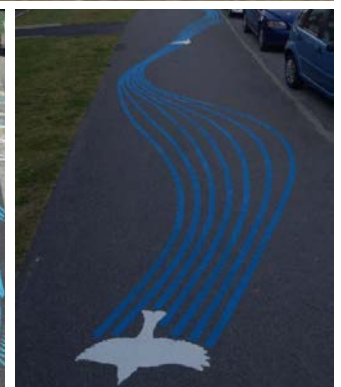
SURFACE TREATMENTS

Surface treatments can be used on-road, in parking lots, and on street crossings. Painting of the surface can aid in wayfinding but also elevate the visibility and safety of users. Painting the surface is part of a movement known as “tactical urbanism”, that allows citizens to participate in improving public spaces. A guide to implementation and specifications can be found at www.tacticalurbanismguide.com. Some of the key guidance for implementing are:

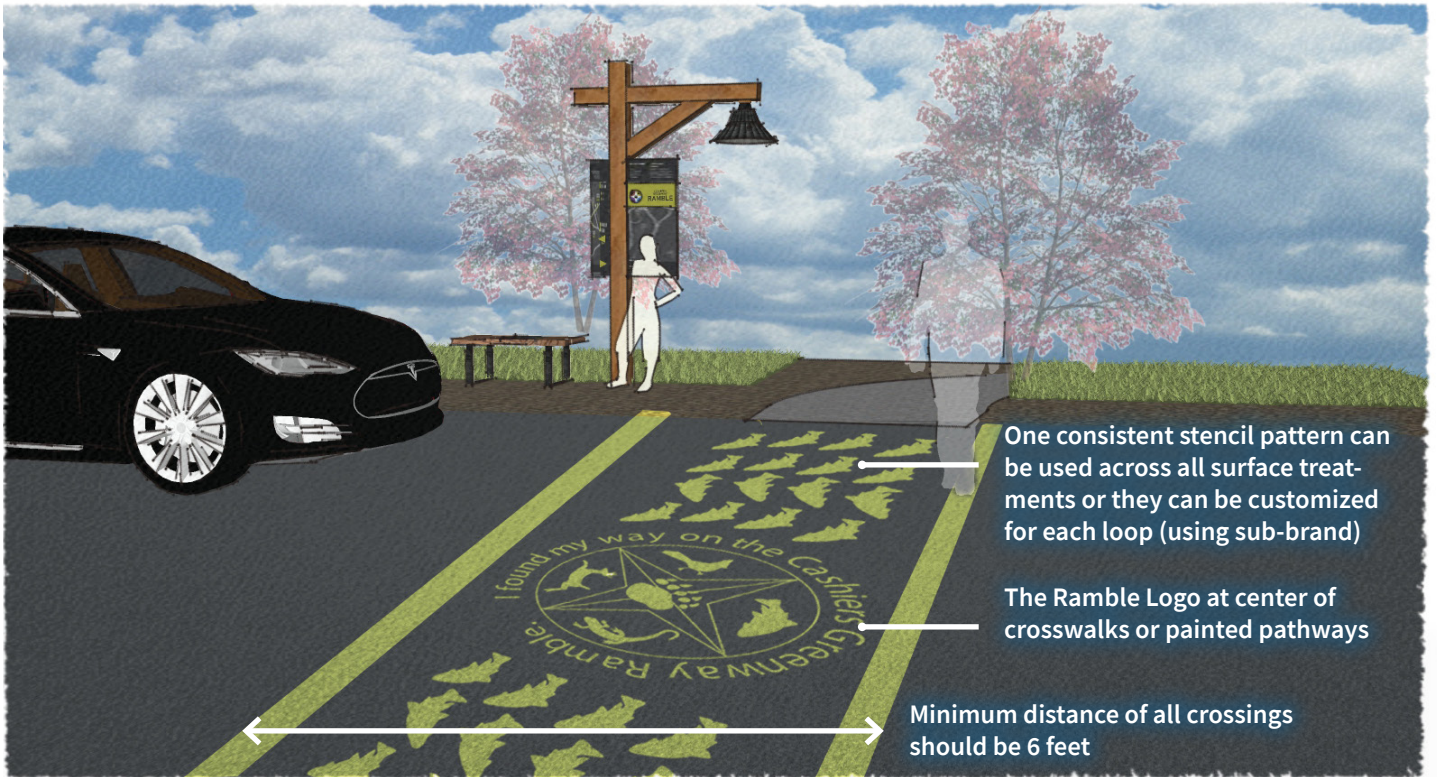
Use stencils. Sign companies can cut balsa wood stencils that can be used by volunteers who spray paint the stencils.

Select paint for longevity. Basic tempera or traffic paint can be used in the short-term, but long term recommendations include acrylic asphalt paint, or professionally applied pigment polymer cement, street bond pavement coating, or thermoplastics. Paint may need to be reapplied every 5+ years. See the case study of the Coxe Street Tactical Urbanism project for materials used. Easily found traffic spray paint was successfully used for surface treatments. This study can be found on page 11.

MATERIAL PALETTE



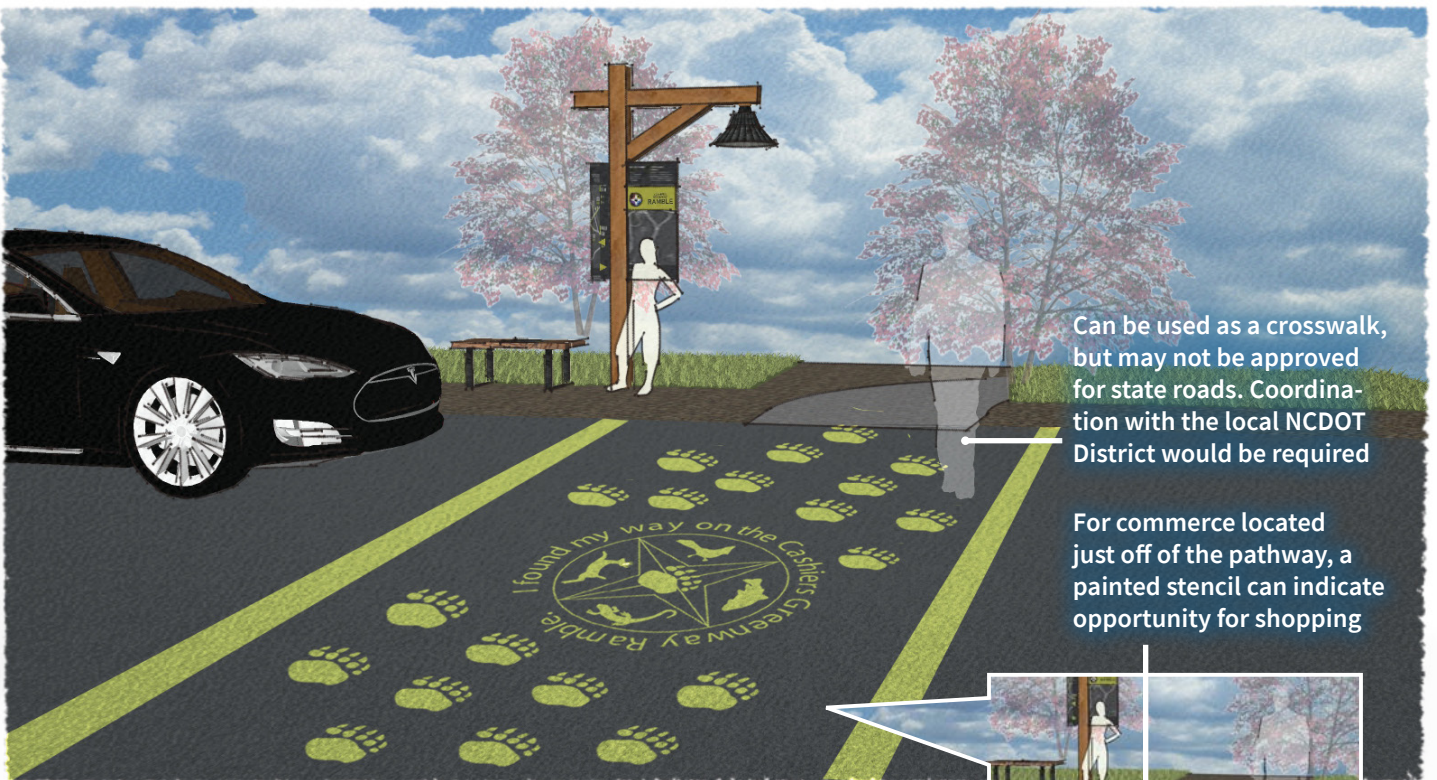
BOLLARDS, BLAZES, & SURFACE TREATMENTS (CONTINUED)



One consistent stencil pattern can be used across all surface treatments or they can be customized for each loop (using sub-brand)

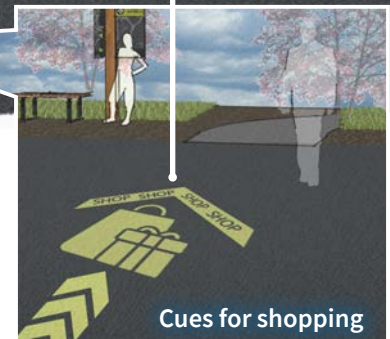
The Ramble Logo at center of crosswalks or painted pathways

Minimum distance of all crossings should be 6 feet



Can be used as a crosswalk, but may not be approved for state roads. Coordination with the local NCDOT District would be required

For commerce located just off of the pathway, a painted stencil can indicate opportunity for shopping

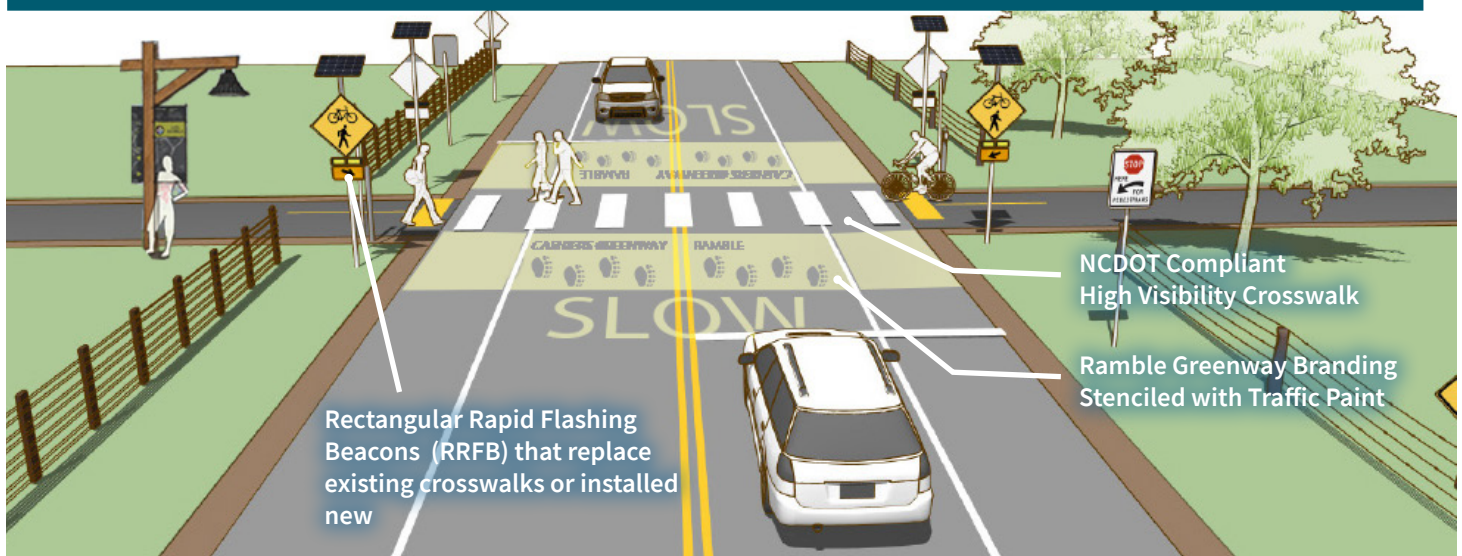


Cues for shopping

POTENTIAL LOCATIONS

Road crossings, crossing of parking lots, where the path is the street for short stretches. Coordinate with landowners, NCDOT, and Jackson County to develop a cohesive plan for implementation and maintenance. Sidewalks that are part of the system can also be stenciled with surface treatments.

SURFACE TREATMENTS AT ALL STATE-MANAGED ROAD CROSSINGS



WAYFINDING ON STATE ROAD CROSSINGS

Anything within NCDOT right-of-way will need to be cleared and in compliance with NCDOT standards. This includes all wayfinding. NCDOT follows strict federal standards and a standards high visibility crosswalk will be needed. *ADD ANY INPUT FROM NCDOT HERE, IF RECEIVED.*

Rectangular Rapid Flashing Beacons, or RRFBs, can help improve safety and visibility of greenway users. Currently it is reported that many cars ignore the exiting crosswalks. It is recommend these RRFBs run on solar panels. Cost can be prohibitive, ranging from \$15,000-40,000. Any other signs or wayfinding elements are recommended to be set out of the right-of-way or an encroachment agreement would be needed.



Photo by Justin Mitchell, via Asheville on Bikes

COXE STREET, ASHEVILLE TACTICAL URBANISM CASE STUDY

Asheville on Bikes led the efforts in installing short-term measures to slow traffic and enhance safety for pedestrian and bicyclists on Coxe Street in Asheville, North Carolina. Some of the tactics used can be replicated for The Ramble. Some lessons shared by their executive director include:

- **Stencils:** Balsawood stencils were cut out at a sign shop. The wood stencils will last many years, and will be durable with repeat volunteer use.
- **Paint use for high traffic areas:** Rustolium traffic paint (found in a spray can at many hardware stores) was used where heavy foot and car traffic occurs. This is anticipated to need retouching every 2 years.
- **Paint use for lower traffic areas:** a latex with grit (for non-slip surface) mix is painted with a brush. This should be used for lower vehicle traffic areas and lasts 2-3 years.

Both applications should be done on a week of dry weather so it has time to cure.

OTHER PLACEMAKING FEATURES

Other amenities along The Ramble that can incorporate brand and enhance the experience and comfort should be considered. Since much of The Ramble travels through private property, the suggested amenities would be at the discretion of the property owner and in some cases would require financial obligation (use of utilities, etc), which may become impracticable. Some of the following amenities might include:

Hydration stations: Since there is no public water system, these stations would have to connect into private wells. These may only make sense to be located where there is public recreation use currently.

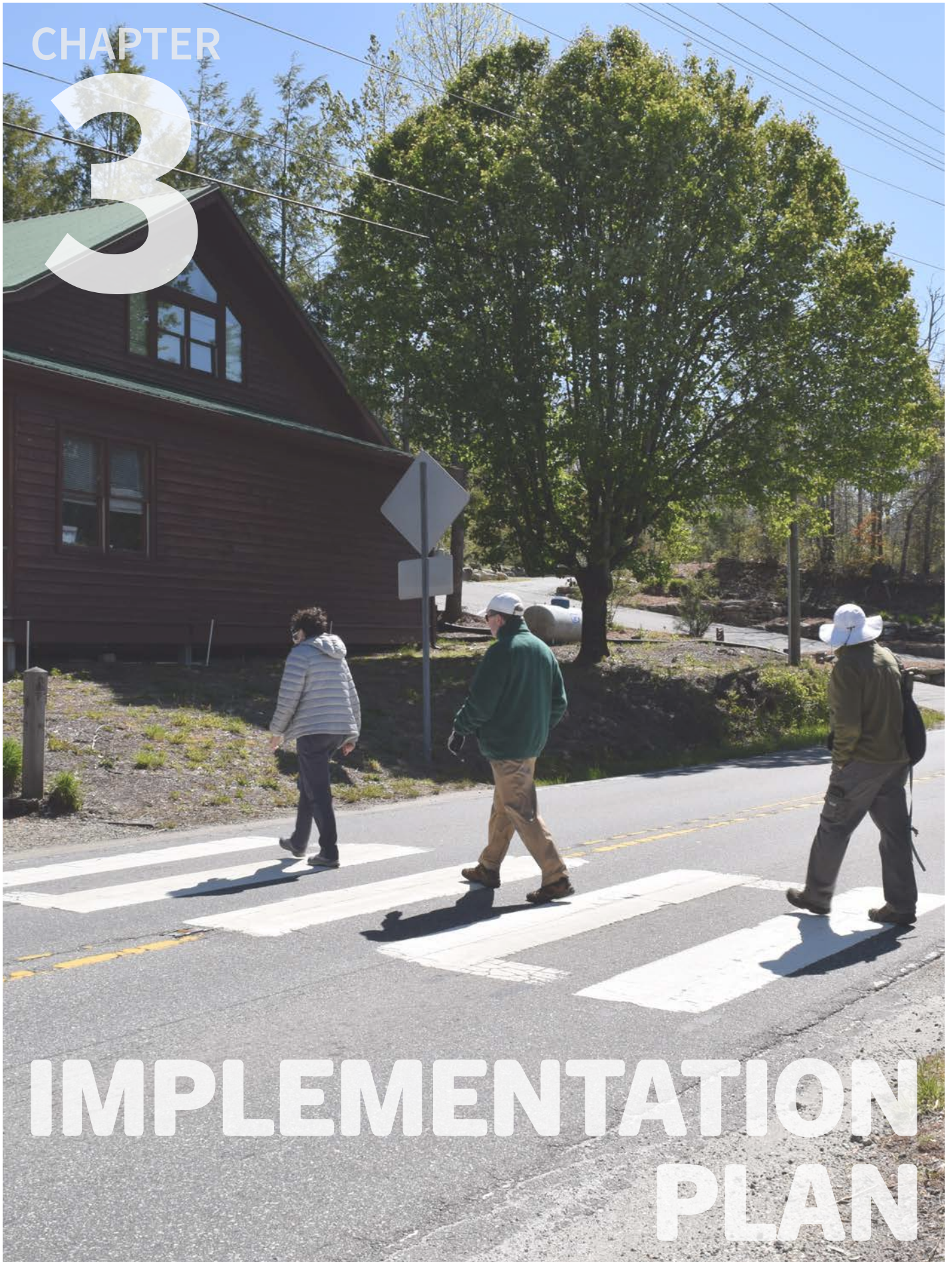
Trash receptacles: Branded trash receptacles could be branded with The Ramble logo.

A note on outdoor light fixtures: The outdoor light fixtures would be most recommended on public recreation lands. Whiteside Brewery set a precedent of this lighting type. Future commercial owners should considered incorporating, but would be responsible for the utility cost.

Storybook trails: This is a series of signs along a trail that are individual pages from a storybook intended for children to combine exercise, reading, and nature. One of these is proposed at the Village Green. The Ramble has the opportunity to incorporate others, like at the County park.

CHAPTER

3



IMPLEMENTATION PLAN

TYOLOGIES OF THE RAMBLE

Different trail types are specified for The Ramble, to create a total connected system. These typologies include:

GREENWAY 8-FOOT PATH: Two typologies may be considered here:

Crushed Stone: The path is made of decomposed granite with a sub-base. This surface can be ADA accessible if maintained. Ideally less than 5% grade is maintained, and stabilizers can be used to keep stone in place.

Pervious Pavement (Optional): Porous pavement can be used where steeper grades would cause erosion of the crushed stone. It can also be used to resurface existing portions of The Ramble (where chip seal is eroding). Porous pavement can be poured directly on top of the existing hard surface, or for new trail, it would need a sub-base. This can also be used where grades steeper than 10% occur, but ideally less than 5% for ADA accessibility.

ON-ROAD GREENWAY: While no new trail will be built, upgrades via wayfinding will help create a cohesive system. See Surface Treatments in the Wayfinding Guide chapter. A yield roadway, an experimental AASHTO recommendations, may also be a good option for certain places like Cashiers Lake Road.

GREENWAY 10-FOOT PATH: This typology is required for state and federally funded projects and the county’s standard specification for a greenway. It is most often used when ADA access is needed. No section is currently specified for this but if NCDOT or County partnership is pursued, this typology may be needed.

NATURAL SURFACE TRAIL: This is recommended for areas where there are topographical constraints. There is only one existing trail that follows this typology. Future extensions to the Blue Ridge and Summit Charter Schools could utilize this typology.

SIDEWALKS (5-6 FOOT): New sidewalks will complete sections where a full greenway can not be completed. The North Carolina Department of Transportation (NCDOT)-Division 14 has worked with Vision Cashiers and has a typical of 5 feet for a sidewalk. Greenways typically have more use and need a greater width. This plan recommend a minimum of 6 feet (to allow two passing users comfortably pass). DOT will likely only pay for what their standards is and beyond that a local match would be required.

BOARDWALK: The boardwalk at the Village Green could increase accessibility of the system if it is officially considered part of The Ramble. However, it is currently in disrepair and would need improvements to make it safe and accessible.

ADA ACCESSIBILITY: Several trail typologies allow for ADA accessibility. See page 22 for recommended ADA paths.

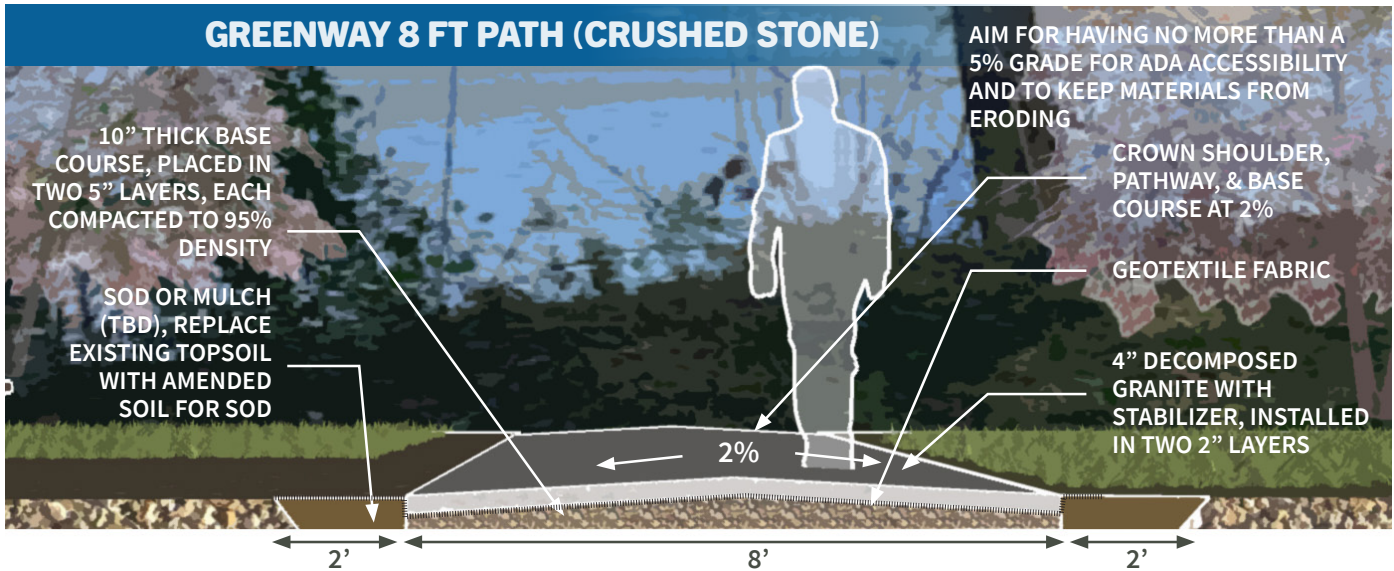
PROPOSED TYPOLOGIES OF THE RAMBLE GREENWAY



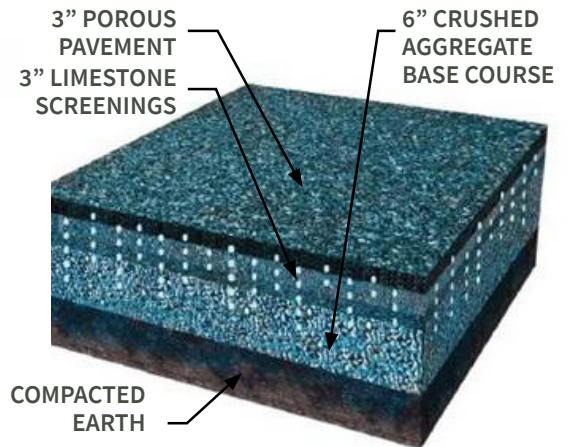
TYPE	Greenway Crushed Stone 8-Foot Path	Greenway 8-Foot Pervious Pavement	On-road Greenway (Surface Treatments)	Natural Surface Trails	Concrete Sidewalk	Boardwalk/Bridge & Retrofit
SURFACE	8-foot wide crushed stone surface	8-foot wide path	On street paint/stenciling	3-5 foot wide natural surface	5-6 foot wide concrete path	Wood or Concrete Boards
AVERAGE COST	\$30 / linear foot	\$90 / linear foot	\$3 / square foot	\$10 / linear foot	\$35 / square foot	\$200 / linear foot (new)
NOTES	Crushed stone paths can be built to meet ADA guidelines.	Quick, low impact installation by certified installers. Heavy duty, flexible, and highly porous. Can meet ADA guidelines.	Markings can also function as a traffic calming measure.	Refer to sustainable trail guidelines or use a professional trail builder that is familiar with these guidelines.	Sidewalk recommendations based on priorities given by Vision Cashiers who has been working with NCDOT.	A repair for the existing Village Green is recommended. Small sections of boardwalk may potentially be needed near Lake Cashiers.
WHEN TO USE	Recommended as the main typology of the greenway system, to be used on routes with flatter grades.	Glenville-Cashiers Recreation Park, where steeper slopes would require a paved surface.	Area where space for a trail or sidewalk is unavailable, but a connection is desired.	Longer distances connectors, like to Summit Charter and Blue Ridge Community School or other wooded sections.	Along highways, where more heavy flooding occurs, in front of businesses.	Environmentally or otherwise sensitive areas.

TYPOLOGY SPECIFICATIONS

GREENWAY 8 FT PATH (CRUSHED STONE)



PERVIOUS PAVEMENT (OPTIONAL)



TYOLOGY SPECIFICATIONS (CONTINUED)

ON-ROAD GREENWAY (YIELD ROADWAY)

Contrasting Paving Materials:
Visually differentiates the shoulder from the roadway and discourages unnecessary encroachment.

Yield to Bicyclists:
Motorists must yield to bicyclists and pedestrians if present when vehicles traveling in opposite directions meet.

Advisory Shoulder:
Prioritize shared space for bicyclists and occasional pedestrian travel.

Two-way Center Travel:
Motorists can travel in both directions and share a center lane, encroaching into the advisory shoulders as needed to facilitate passing movements.

Image courtesy of FHWA Small Town and Rural Multimodal Networks Guide

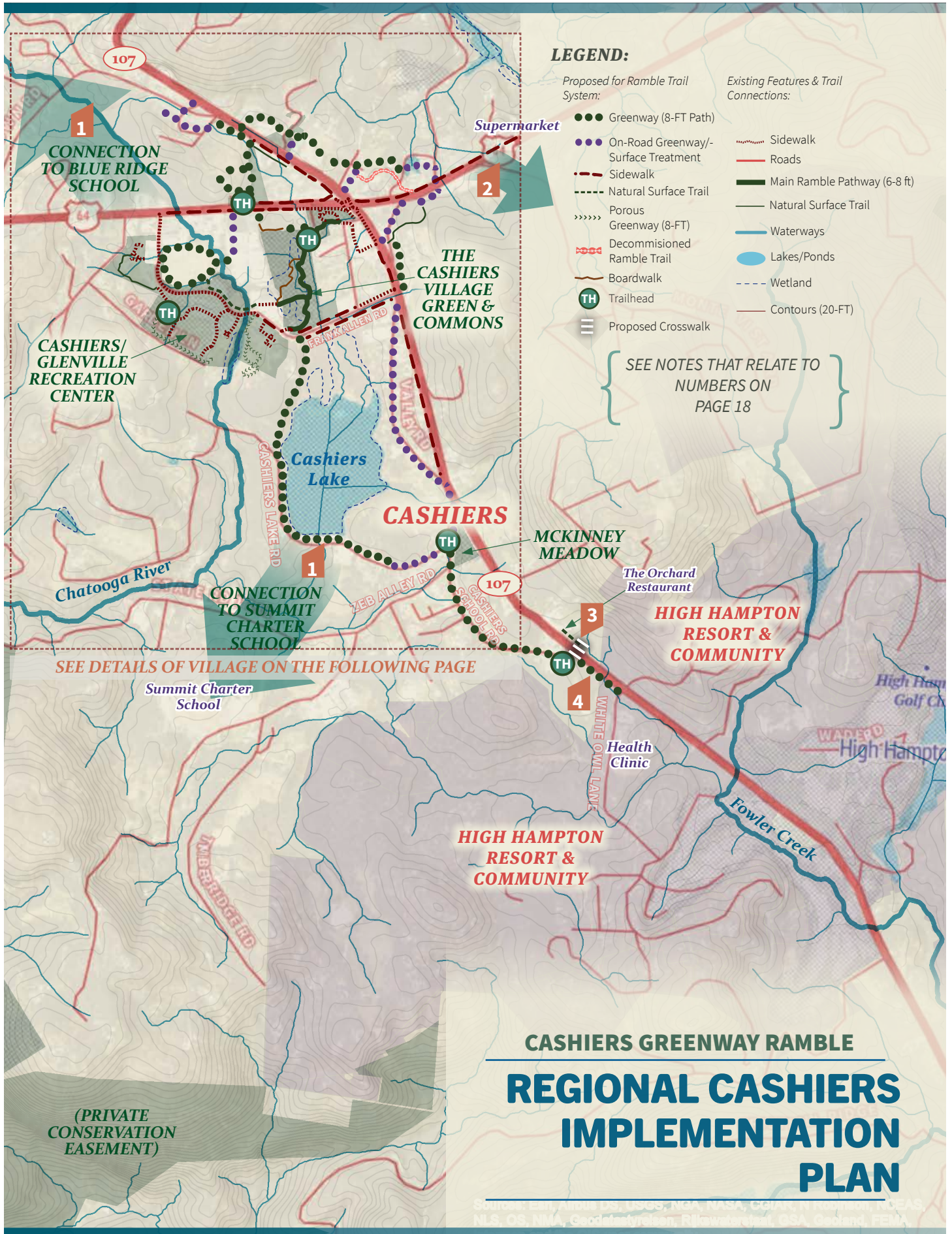
ON-ROAD GREENWAY (SURFACE TREATMENTS)

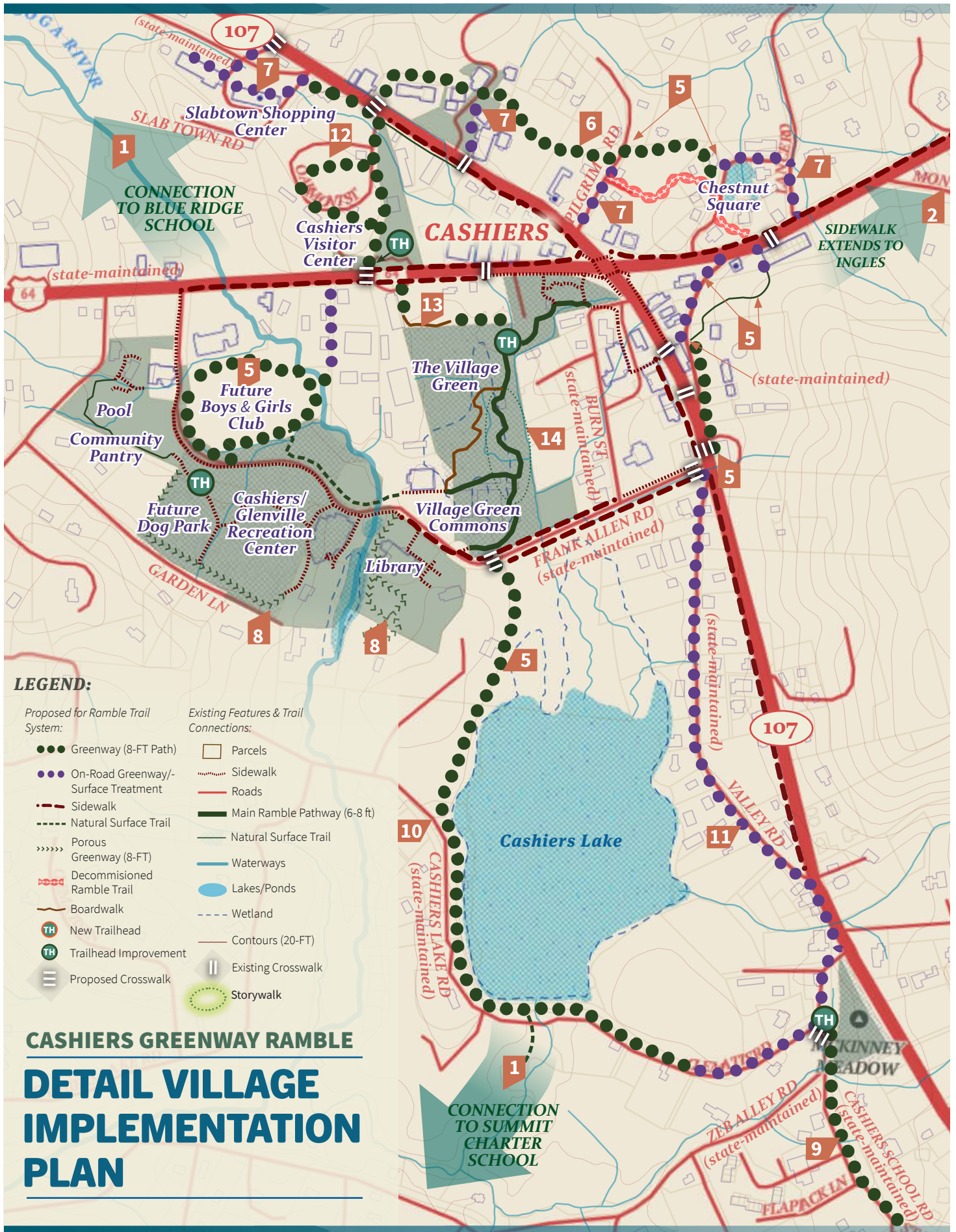


NATURAL SURFACE TRAIL

SIDEWALKS (5-6 FOOT)







NOTES ON THE PROPOSED SYSTEM

1 CONNECTIONS TO THE SCHOOLS. Natural surface trail connections are recommended for all school connections. A trail that is 3-5 feet wide, compacted, relatively flat, and follows sustainable trail guidelines is recommended.

2 MONTE VISTA ROAD CONNECTION. This road connects to the northern residential development of the High Hampton Communities. The beginning section of the road is managed by the state. Connectivity to residences and a connection along Monte Vista Road should be considered in the long-term.

3 TRAILHEAD AND HIGHWAY 107 CROSSING. A trailhead is proposed at or near the Cashiers United Methodist Church larger parking lot. A crossing of Highway 107 is proposed to connect to the Orchard Restaurant across the street. A short natural surface trail can connect the crossing to the restaurant.

4 CONNECTIONS TO THE HEALTH CLINIC. Connection to the clinic would require working with Blackberry Farms/High Hampton for a short section. The pathway could travel within the powerline easement that parallels closely to the highway.

5 PROPOSED REDEVELOPMENT TO AFFECT LOCATION OF RAMBLE. Several areas have proposed new or re-developments on the docket. Alignments in these areas are conceptual, but design should be coordinated with the developer early in planning.

6 SECTION OF WHITESIDE BREWERY, JUST NORTH OF LAURELWOOD INN, IS RECOMMENDED TO BE RESURFACED. Consider resurfacing with the crushed stone or previous paving typology

7 WORK WITH COMMERCIAL PROPERTY OWNERS TO GET BUY-IN ON PROPOSED SURFACE TREATMENTS. Confirm with commercial businesses/property owners that all support and understand the goal of the surface treatment approach.

8 PATHWAYS TO BE CONSIDERED IN FUTURE PARK MASTER PLANNING PROCESS. If the county finalizes any future plans for the park, work with them to consider internal circulation that becomes part of the The Ramble, including a connection to the proposed dog park.

9 CONSIDER A PHASED APPROACH FOR CASHIERS SCHOOL ROAD. In the short term signage or on-street “sharrow” markers can be implemented so that the route can be on-road. In the meantime, coordinate with landowners and NCDOT to implement a greenway on the east side of the road.

10 YIELD ROADWAY RECOMMENDED FOR CASHIERS LAKE ROAD. An on-road greenway (see typologies) may be the simplest solution. Street marking within the pedestrian lane of the yield roadway can also aid in user visibility.

11 SIGN VALLEY ROAD. As a low-speed and low-trafficked road, immediate signage of this road as a “share the road” scenario and can eventually create a loop around Cashiers Lake.

12 OAKMONT STREET LOOP. Oakmont Street does not currently exist. The proposed loop should be planned in as part of any future development of the Highlands Cashiers Health Foundation property.

13 WORMY CHESTNUT PROPERTY. This property is under new development and the new owners are open to implementing the system on their property.

14 POTENTIAL STORYWALK LOCATION. A storywalk, or series of storytelling panels will be installed along The Ramble here. This will be geared towards children and possibly illustrated and written locally.

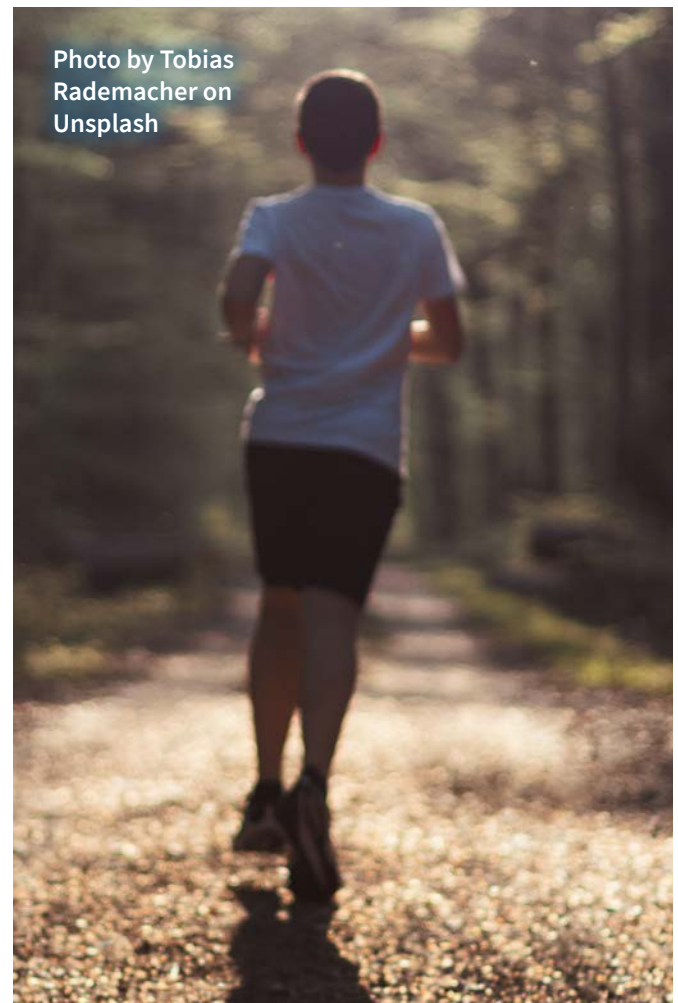
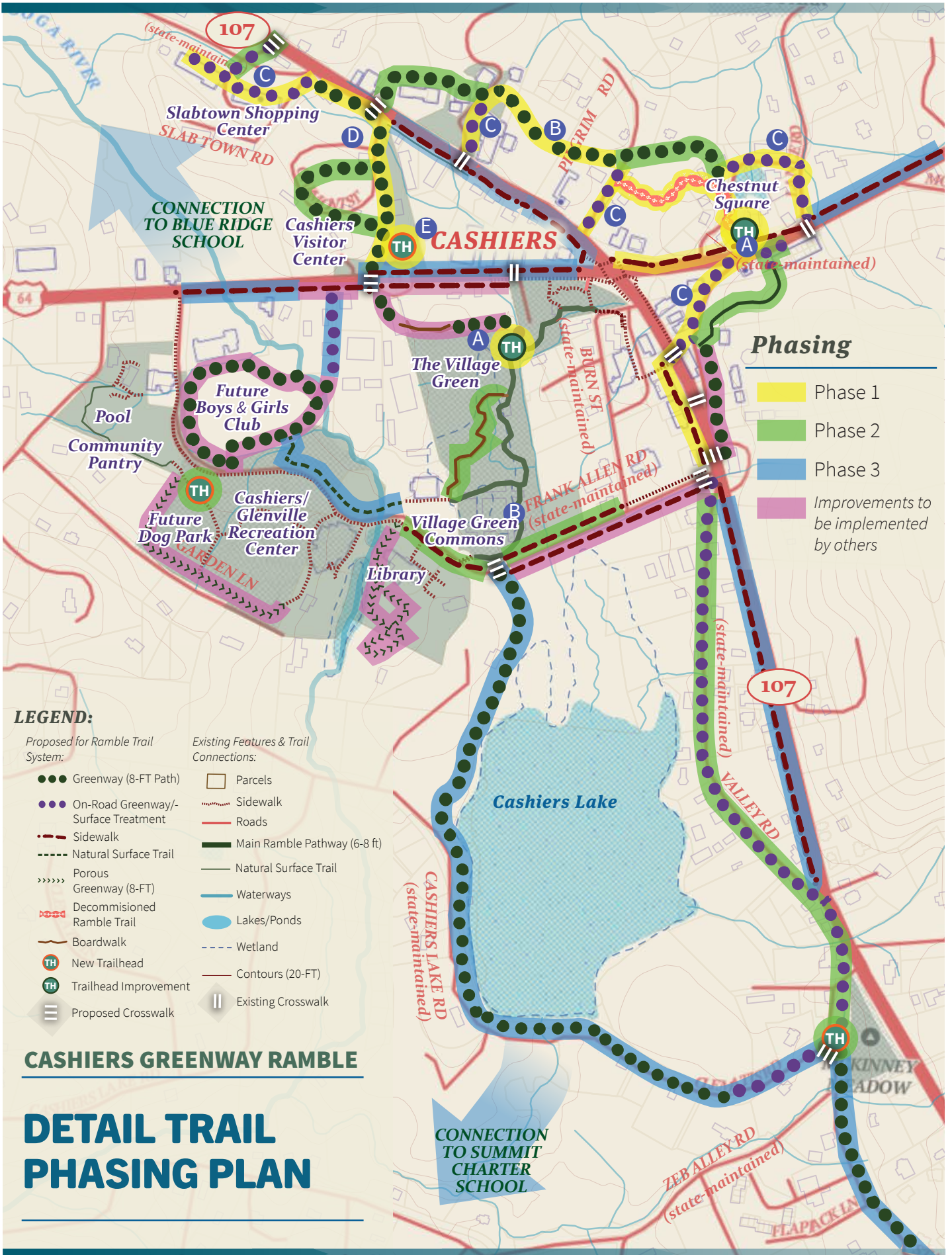


Photo by Tobias Rademacher on Unsplash



COST ESTIMATE PHASE 1

*Unless otherwise noted, all costs are assumed to be installed by volunteer labor

Phase 1

PHASE 1 PROJECTS (BUDGETING FOR THE \$20,000 GRANT)

TOTAL MILEAGE: 0.40 MILES

Sidewalk On Highway 64 and 107 (being implemented 2020-2021, funding in hand)

Qty	Cost	Total	Notes*	
A Existing Trailhead Kiosk (Banner Stand) Map Replacements (upgrade with logo, map)	3 LS	\$2,500	\$2,650	\$2500 Estimate to include design and \$50 printing foamcore mat per kiosk, including the Village Green, the community center kiosk, and the Chestnut Square kiosk.
Wayfinding (update existing bollards with stain, paint, custom aluminum logo, & steel band)	10 EA	\$125	\$1,250	If desired, just the updated logo can be installed first, for approximately \$60-80.

B Whiteside Brewery Upgrades (placemaking sign on light post, pathway resurfacing and repair)

Wayfinding Sign On Light Post	1 EA	\$2,000	\$2,000	Includes graphic design work /installation costs.
Path Repair Where Mulch Path And Erosion Is Occurring (Use Rubberized Permeable Paving Due To Steeper Slopes)	100 LF	\$90	\$9,000	Includes installation costs (laid like typical asphalt).

C Surface Treatments On Pavement (cost for paint)

Connection To Bucks Coffee (Pilgrim Road)	387 LF	\$4	\$1,258	It is recommended that Vision Cashiers purchase personal protection equipment (PPE) like safety vests, gloves, etc.
Connection In Front Of Zollars Hardware Store	308 LF	\$4	\$1,001	PPE cost is not included this amount.
Connection On Chestnut Square	576 LF	\$4	\$1,872	Includes approximate cost of \$500 for stencils
Connection To Slabtown Road	476 LF	\$4	\$1,547	
		Subtotal	\$20,578	

TOTAL \$23,664 with 15 % Contingency

Phase 1

PHASE 1 (IF ADDITIONAL FUNDING ACQUIRED)

TOTAL MILEAGE: 0.19 MILES

D HCA Property Trail Improvements

8' Crushed Stone Trail	827 LF	\$30	\$24,810	Includes installation costs.
Rubberized Permeable Paving (Due To Steeper Slopes)	169 LF	\$90	\$15,210	Includes installation costs (laid like typical asphalt).

E Chamber Of Commerce Trailhead & Parking

3 Gravel Parking Spaces (Add Wheelstops/Use Existing Gravel)	3 EA	\$145	\$435	
Trailhead Kiosk With Map With Post Base (Including Structure, Logo, Map)	1 EA	\$10,100	\$10,100	Stone base price not included, cost estimated for professional installation.
		Subtotal	\$50,555	
		TOTAL	\$58,138	with 15% contingency

Units: EA = Each, LF= Linear Feet, SF= Square Feet, LS = Lump Sum

NOTE: 1) Cost estimates are preliminary and subject to change. Inflation of 20-30% annual of cost should be considered when using for future planning and implementation.

PHASE 2 & 3 PROJECTS

Phase
2

PHASE 2 (NCDOT COORDINATION PROJECTS)

New NCDOT Road Crossings

- Schoolhouse Road - NEW Crossing on Cashiers School Rd near McKinney Meadow
- NEW Crossing on 107 near Slabtown
- NEW Crossing from HCA property on 107
- NEW Crossing on Frank Allen Rd near Village Green
- NEW Crossing on Frank Allen Rd near intersection with 107

Upgraded NCDOT Crossings

- Upgrade Crossing on 107 near Zollars Hardware Store
- Upgrade Crossing on 64 near Village Green
- Upgrade Crossing on 107 near Village Walk shopping
- Upgrade Crossing on 64 at Chestnut Square

Frank Allen Road Sidewalks (0.31 mi)

Phase
2

PHASE 2

TOTAL LENGTH: 1.17 MILES

- Install new wayfinding bollards and upgrade existing bollards
- Repair boardwalk and incorporate The Ramble's branding/wayfinding (0.12 mi)
- Work with property developers to implement Phase 2 trails that have proposed developments (see note 5 on page 21) (0.22 mi)
- New trail loop at Highlands Cashiers Health Foundation (0.14 mi)
- Trail connection improvements from Pilgrim Road to Chesnut Square (0.11 mi)
- Additional wayfinding kiosk at Glenville Cashiers Recreation Center (structure, logo, map)
- Additional wayfinding kiosk at McKinney Meadow (structure, logo, map)
- Add signs along Valley Road (0.58 mi)

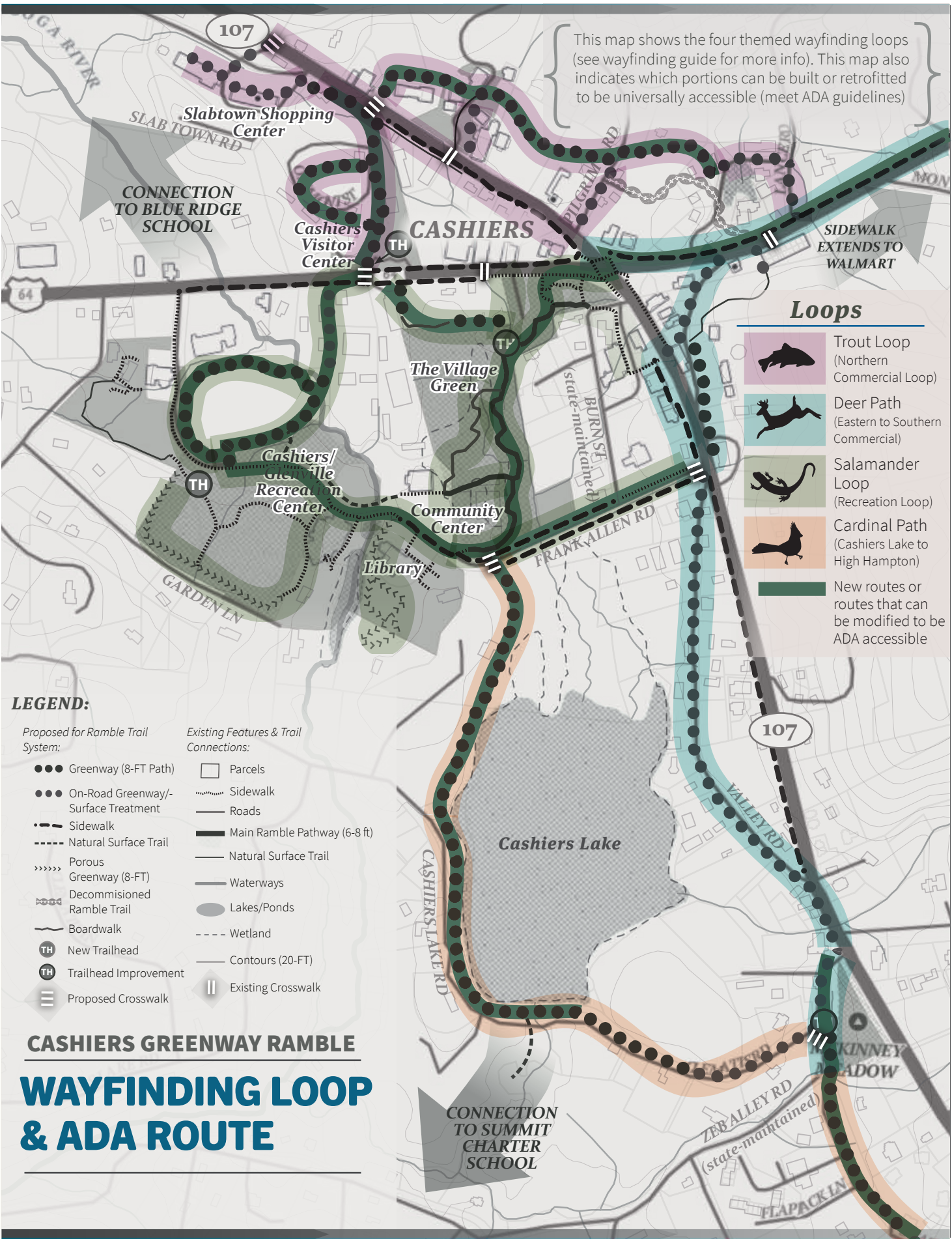
Phase
3

PHASE 3






TOTAL LENGTH: 1.86 MILES

- Connection to High Hampton (0.41 mi)
- Natural surface trail from Post Office along Frank Allen Road (0.14 mi)
- Alley access off of Highway 64 (0.1 mi)
- Cashiers Lake Road addition (0.51 mi)
- Highway 64 and 107 sidewalks, including connection to Ingles (NCDOT Coordination projects) (0.52)
- Natural surface trail connections to Summit Charter and Blue Ridge Schools (0.18 mi)

This map shows the four themed wayfinding loops (see wayfinding guide for more info). This map also indicates which portions can be built or retrofitted to be universally accessible (meet ADA guidelines)



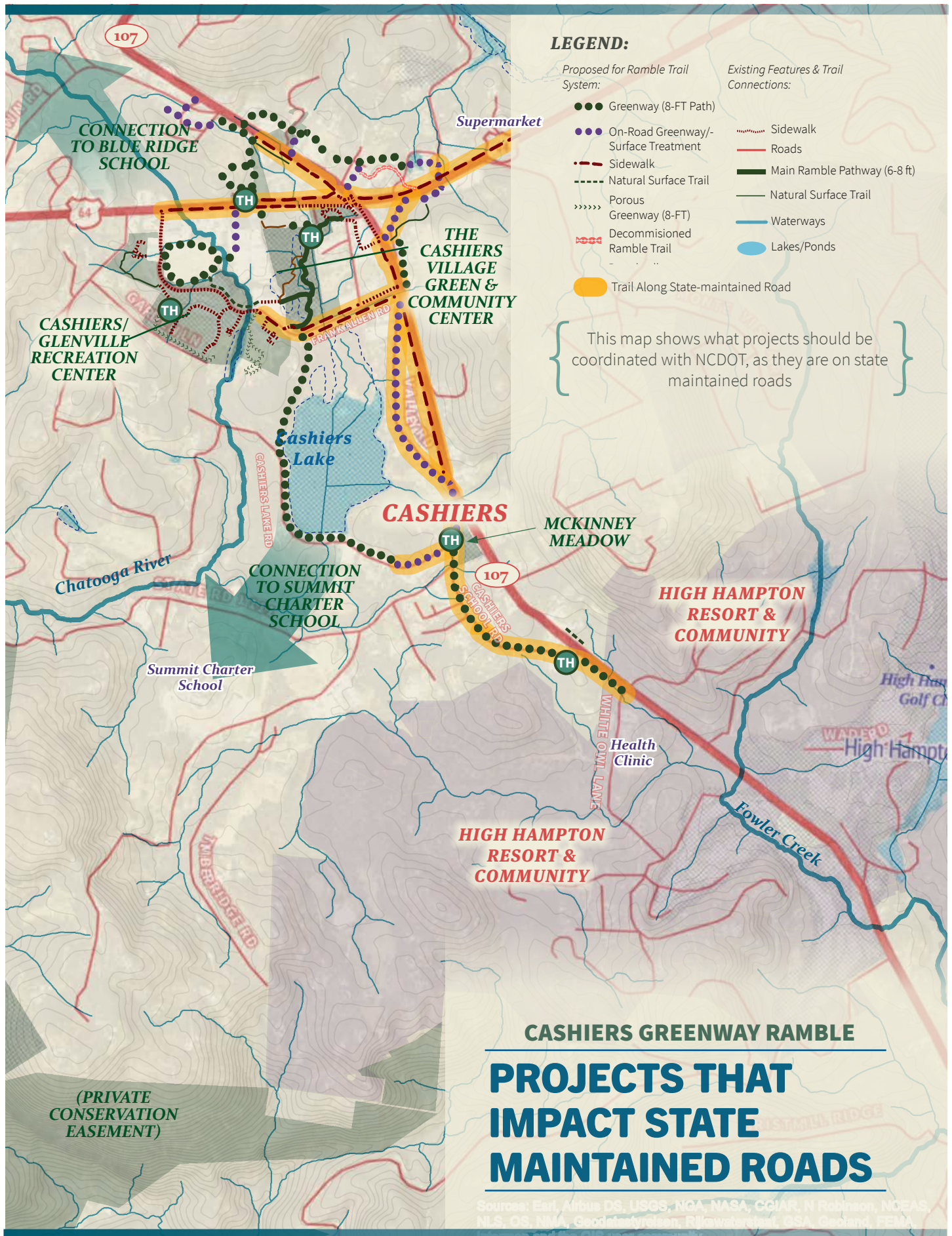
Loops

-  Trout Loop
(Northern Commercial Loop)
-  Deer Path
(Eastern to Southern Commercial)
-  Salamander Loop
(Recreation Loop)
-  Cardinal Path
(Cashiers Lake to High Hampton)
-  New routes or routes that can be modified to be ADA accessible

LEGEND:

- | | |
|--|---|
| Proposed for Ramble Trail System: | Existing Features & Trail Connections: |
| ●●● Greenway (8-FT Path) | □ Parcels |
| ●●● On-Road Greenway/-Surface Treatment | ▬ Sidewalk |
| ▬ Sidewalk | ▬ Roads |
| ▬ Natural Surface Trail | ▬ Main Ramble Pathway (6-8 ft) |
| ▬ Porous Greenway (8-FT) | ▬ Natural Surface Trail |
| ▬ Decommissioned Ramble Trail | ▬ Waterways |
| ▬ Boardwalk | ● Lakes/Ponds |
| ⊕ New Trailhead | ▬ Wetland |
| ⊕ Trailhead Improvement | ▬ Contours (20-FT) |
| ▬ Proposed Crosswalk | ▬ Existing Crosswalk |

CASHIERS GREENWAY RAMBLE WAYFINDING LOOP & ADA ROUTE



RECOMMENDATIONS

FOCUS ON EQUITY AND UNIVERSAL ACCESS



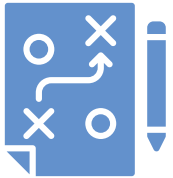
STRIVE FOR UNIVERSAL DESIGN AS MUCH AS POSSIBLE.

Universal Design is the design and composition of an environment so that it can be accessed, understood, and used to the greatest

extent possible by all people regardless of their age, size, ability, or disability. While full ADA accessibility may not be feasible for all portions of The Ramble, much of it can be updated or built to be accessible to most. Universal design includes wayfinding and its readability for the visually impaired. Lately, most funders require the use of universal design.

WORK FOR AND TELL THE STORY OF HOW THE RAMBLE CAN HELP THE COMMUNITY STRIVE FOR EQUITY.

The bigger long-term vision of The Ramble moves beyond a “recreational stroll” into providing equitable access for transportation to places like the health clinic or grocery store. The trail has the opportunity to allow service industry and other lower-wage workers to travel freely in what is now a more auto-dominated and less friendly environment for pedestrians and bicyclists.



CREATE A MANAGEMENT AND MAINTENANCE LONG-TERM STRATEGY

Define what type of users should use all or parts of The Ramble.

There is some debate within Vision Cashiers as to whether bicyclists should be allowed to use the trail. The group, with input from business and landowners which the greenway passes, should come to a consensus on this matter and design accordingly, keeping in mind a ban on cyclists includes families who often have children on bikes. If speed is the issue, trail design paired with reminders to keep a slow speed may help. Another option is to allow for some segments to be bicycle-friendly. Other users to consider (especially as trends change) are: one-wheel users, scooters, e-bikes, etc. Some mention of golf cart access came up in the planning process, especially the connection to High Hampton. These decisions should be made before those segments go into further design.

Develop a maintenance plan. Document annual and semi-annual maintenance needs for resurfacing, repairs of wayfinding, and other features. Painted surface treatments

may need touch-ups every year or every other year. Volunteers can annually catalogue maintenance needs. Anticipate repairs, staining of wayfinding posts, and other needs every 3-5 years. Most signage printed on fiberglass panels or other material types have a lifespan of 10 years. Also, consider maintenance of trail surfaces with regard to stormwater and drainage.



Collect location data for all new features implemented.

New features (pathways, wayfinding, etc.) should be mapped with georeference when installed. Several free platforms exist that allow anyone with a smartphone to do this. The Avenza app is recommended. Keeping comprehensive mapping of infrastructure will aid in future planning and management.

Build a Ramble volunteer corps and hold annual maintenance days. Maintenance could include items mentioned above as well as controlling invasive plant species along the corridor, and other needs. Purchase a supply of personal protection equipment like orange vests, gloves, and other materials that will keep volunteers safe.



Develop a funding strategy.

Funding of The Ramble will take a balance of private-public funding. Foundation grants, businesses, and community donations can sponsor much of the trail. The pathway itself may be a challenge to fund. North Carolina’s Recreation Trails Program (RTP) may be one avenue to pursue. NCDOT funding of safe crossings and sidewalks will be helpful and their recent changes in cost-sharing will be an advantage. NCDOT transportation funding will be difficult to come by because they typically only fund 10 feet + paved asphalt trails. Other regional and national non-profits like AARP and People for Bikes occasionally have grants that could fund The Ramble. The NC Parks and Recreation Trust Fund Grant may be one of the best candidates for funding the restoration of the boardwalk, especially if the boardwalk is paired with environmental interpretation, wayfinding, and the natural surface trail connection to the future Boys and Girls Club facility.



SECURE THE RAMBLE FOR PERPETUITY

Secure easements for the existing Ramble Greenway. Many sources of funding for trails will require a permanent easement. Vision Cashiers is considering the option of flexible vs. fixed easements.

RECOMMENDATIONS (CONTINUED)

Reach out to landowners early. Flexible easements should be placed along property lines outside of building setbacks where possible to reduce need for future relocation. The biggest consideration of an easement is assuring that a trail has been properly designed before the easement is secured. This can include design/flagging in the field or through construction documents. If flexible easements are desired, language should be written that ensures that if the trail is moved, the same design standards and trail typology can be met. This judgment would be best made by a design professional. Consider who is holding the easement and who will manage it from a record keeping and enforcement of encroachments standpoint. A simplified easement template can be used for all sections and shared with landowners, then the language can be customized where needed.

Consider permanent fixed recreation easements for new sections. Easements for new sections should be negotiated prior to construction. A flexible easement is not recommended, especially for areas considered ADA accessible, as design conditions must be met that may not work if the trail is moved. Additionally, many public funding sources require a 25+ year easement. Cashiers-Highlands Land Trust, as a holder of recreation easements, would be a good fit, but public and nonprofit entities can also hold easements.



CONTINUE TO EXPAND PARTNERSHIPS

Continue to develop public-private partnerships that can help fund, secure rights-of-way, and build

community support for the Ramble. Some of the more important partnerships include:

NCDOT involvement and cost share. Typically, NCDOT will only fund bicycle-pedestrian projects if they are part of an existing transportation project on the Statewide Transportation Improvements Plan. Currently, only a roundabout at the intersection of Hwy 64 & 107 is planned. Vision Cashiers should continue to engage and monitor plans to ensure this plan's improvements are integrated into NCDOT projects. Advocate for the county's pedestrian plan to integrate The Ramble's proposed improvements to ensure public projects accommodate them.

Private Developers. Several private developers hold the keys to granting critical Ramble connections in all four

loops. Engage with these landowners as soon as possible to ensure the connections, particularly the southern loop, are a success.

Local Businesses. Sponsorship of the Ramble wayfinding and placemaking features should be pursued. Local businesses should be sought to sponsor benches or sections of the Ramble. Acknowledgments can be made within these wayfinding features or at kiosks. Also work with local businesses prior to surface treatments in commercial areas to ensure support and good will.

Jackson County. Oversight of the county-wide Pedestrian Plan positions Jackson County as an engaged partner for an improved pedestrian network in Cashiers. Additionally, the Glenville-Cashiers Recreation Park can help implement portions of the Ramble and associated wayfinding/placemaking amenities. Initial meetings with Jackson County Recreation has suggested they may be open to eventual maintenance, especially on longer connections. Further coordination is needed to determine what kind of easement the county will require in order to help manage The Ramble trail system. The county would encourage 10-foot pathways where it can be accommodated. Work to address anything the county will require for ownership and aim to turn over management of portions of The Ramble in the next 3-5 years.

Continue to partner with local schools to outsource some needed work for the Ramble. This could include working with their shop programs, 3-D laser printers, and other programs that could help with implementation.

Non-profits. Local community organizations have a vested interest in the accessibility of the trail system. Seek feedback and ways to partner with organizations like the Boys & Girls Club, the Fontana Regional Library, the Council on Aging, the Cashier Health Foundation, and others.



ACTIVATE THE RAMBLE TO ELEVATE VISIBILITY AND OPPORTUNITY

With Vision Cashiers and members of business, brainstorm and create an activation plan that develops a way to activate the Ramble and make it part of the community's perceived public space.

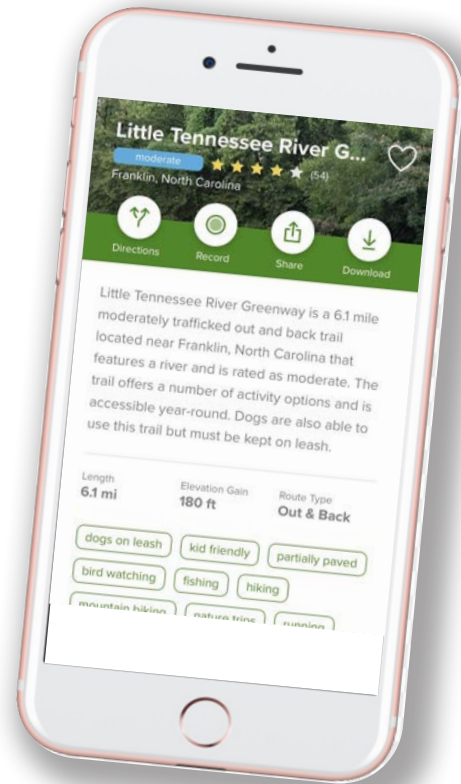
Some potential opportunities for activation could include: A business/art evening stroll, a festival, concerts on the greenway, Ramble 5-K runs, on-line group meet-ups, geo-caching, and other ways to bring the Ramble into great public consciousness.

RECOMMENDATIONS (CONTINUED)

Online/Web App marketing of the Ramble. Several steps can be taken to bring awareness through the virtual world including:

Develop a simple website for the Ramble. This website could be built by students at local schools and at minimum contain a map, images, and business sponsorships. An “interactive” map that allows the viewer to zoom-in/out is a nice feature and should be a free option on ESRI’s ArcGIS Online or possibly Google Maps. This could be a student project. The website could be hosted by the Chamber of Commerce, Vision Cashiers, or Jackson County Parks and Recreation.

Coordination to get The Ramble onto existing online mapping platforms like Google Maps and AllTrails or TrailLink (very popular trail app). Many use these as sources to discover local trails. Other platforms like Yelp or Trip Advisor can also host information that allows for user feedback.



Phone apps like AllTrails and others actively promote use of trails. Vision Cashiers should consider submitting information to feature The Ramble.



Signage partnership potential through the Kids in the Parks program

Partner with other online programs that bring visitors to The Ramble. Since the greenway travels through and near several ecologically significant areas (like bogs), it could become an attraction. Two programs, Kids in Parks (www.kidsinparks.com) and Eco Explore (www.ecoexplore.net), interpret and promote parks, trails, and natural areas through an app and online, and direct users to sites as part of a “badge” program. Kids in Parks occasionally funds interpretive signage geared towards nature interpretation.

Develop an Avenza map or other kind of geolocated map that can be downloaded online. This map can be hosted on the developed website. Once downloaded into the Avenza free app, users can locate themselves on the system using the phone GPS tracker.

Work with the Jackson County Visitor Bureau and local businesses for marketing of the trail. Provide information about The Ramble so that the county can market it. A brochure or rack card can market The Ramble in concert with local businesses and things to do along The Ramble.

Rollout an implementation strategy for The Ramble Brand. Implementation of wayfinding, distribution of maps, and working with partners to promote The Ramble, can go a long way to building visibility and community support. Additionally some steps that other communities have taken as part of brand rollout include:

Working with businesses to co-brand or have joint promotion. Work with local businesses like a brewery, barbecue joint, coffee or sandwich shop to name a product (i.e. special brew) after The Ramble, with the option of some proceeds being donated to The Ramble. Using The Ramble logo on things like beer glasses, local-made jewelry or coffee mugs, or other creative means.

CHAPTER

4



STAKEHOLDER & PUBLIC PROCESS SUMMARY

STAKEHOLDER COMMENTS ON THE WAYFINDING GUIDE

GENERAL COMMENTS	KIOSKS	LIGHTING	SAFETY
Need for dog refuse containers and dog refuse bag stations. Several comments about dog trash bags and trash receptacles.	Name Kiosks for Quadrant Section (i.e. Salamander Kiosk 1)	Really like lighting fixtures, know some exist already, put everywhere	Highway 107/64 crossings really dangerous. What can we do to improve safety with limitations by NC DOT?
We need better map! Great to do all the wayfinding along the Ramble, but if we have map that shows what people will pass on the trail, may encourage greater use. Several comments about maps, not for really following trail, but more for knowing what is along the Ramble. Useful marketing tool for Ramble.	Include Leave No Trace Tips and Information (needs to be edited for pathways): 1. Plan Ahead & Prepare 2. Travel and Camp on Durable Surfaces 3. Dispose of Waste Properly 4. Leave What You Find 5. Minimize Campfire Impacts 6. Respect Wildlife 7. Be Considerate of Other Visitors Several individuals mentioned Leave No Trace information edited for Ramble./	Need lighting, but what is cost of running electrical conduit along Ramble? Seems like we could spend our whole budget on lighting.	Can we put in flashing lights at road crossings?
“Walkers Only Please” Signage (need to discuss, not sure we are prohibiting bikers)	Include Glenville-Cashiers Rescue Squad Day Hiking Essentials = PANNIC Free (Preparation, Appropriate Clothing, Navigation, Nutrition, Illumination, Communication, First Aid)	Since everyone carries cell phones with flashlights could we save money and not have lighting? Like the fixtures, but cost may be prohibitive.	Need flashing lights or a different pavement material or even a bar that comes down when there are people at the places where the Ramble crosses 64 or 107.
Have plenty of trash receptacles to avoid trash build up.	Include First Aid Kits @ Kiosks		What can we do to make the crosswalks safer?
Water fountains along Ramble.	Water Bottle Refill Stations @ Kiosks		
Are there stretches along the Ramble that could be ADA compliant?	Solar Powered Charging Stations		Will NC DOT let us pay for more elaborate crosswalks?
Really like painting on surfaces where Ramble crosses road, parking lots, and sidewalks. Several positive comments about stenciling or painting the surface where Ramble trail is not obvious.	Like stone on kiosk base very much, if too expensive, raise money to build		
Like use of blazes for wayfinding. Gives Ramble more rustic, out in the woods feel.	Use of metal/steel in Kiosks and on other wayfinding applications very nice. Looked substantial/permanent.		
What naming opportunities for fund raising are available? Benches? Kiosks? Businesses? Individuals?	Like use of mountain laurel branches.		
Liked reuse of existing posts and kiosks, but suggestions for updated new versions.			
Liked colors used and logo supporting the loops.			
6 Responses were just general “I liked it” comments			

{ This is feedback is from members of Vision Cashiers who reviewed the draft Wayfinding Guide. Content not edited for clarity or grammar. }

