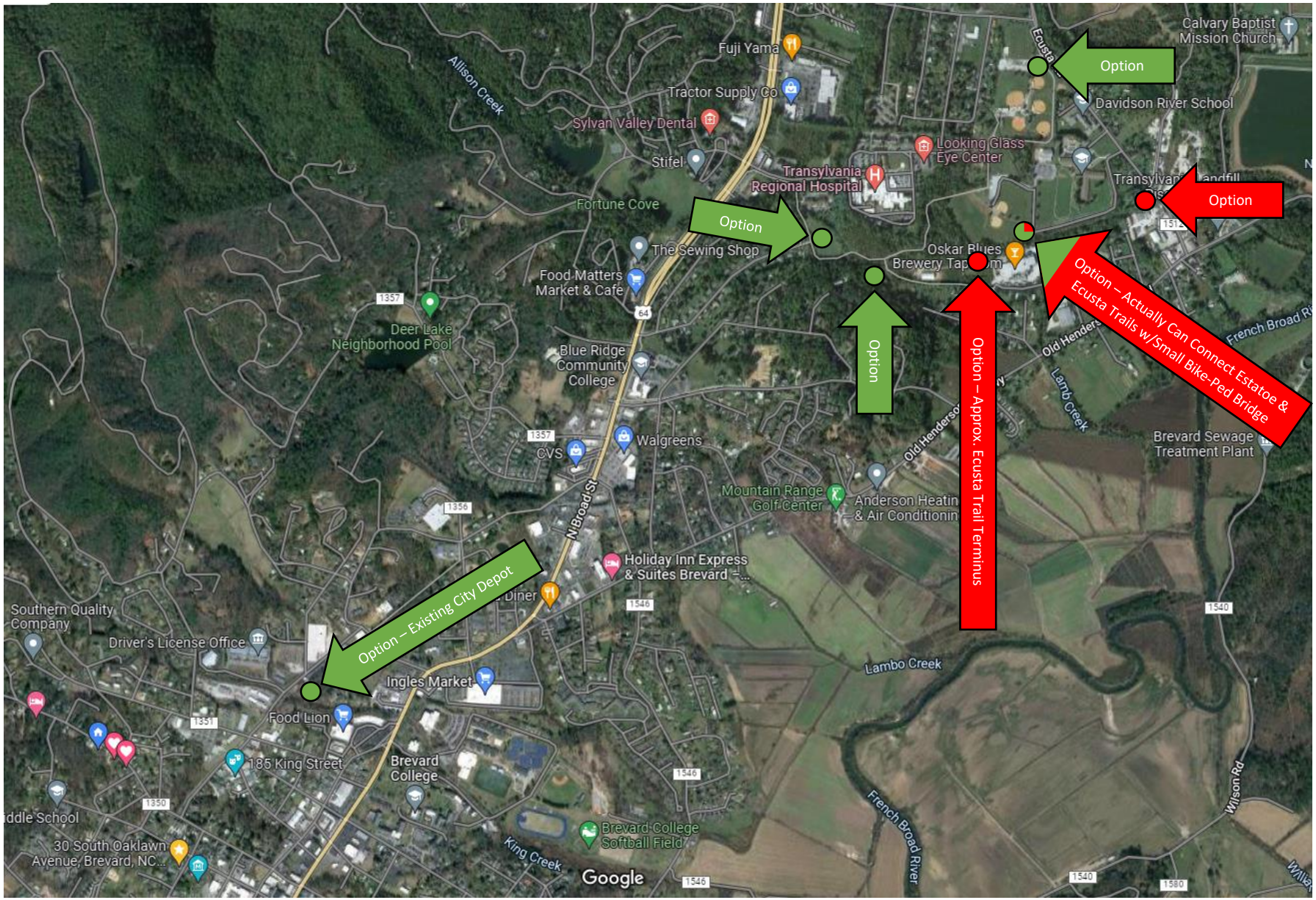
Draft Potential Ecusta and Estatoe Trailheads/Access Points

Overview of All Potential Ecusta and Estatoe Trail Access Points Evaluated (Those Not in the Original Alta Plan)

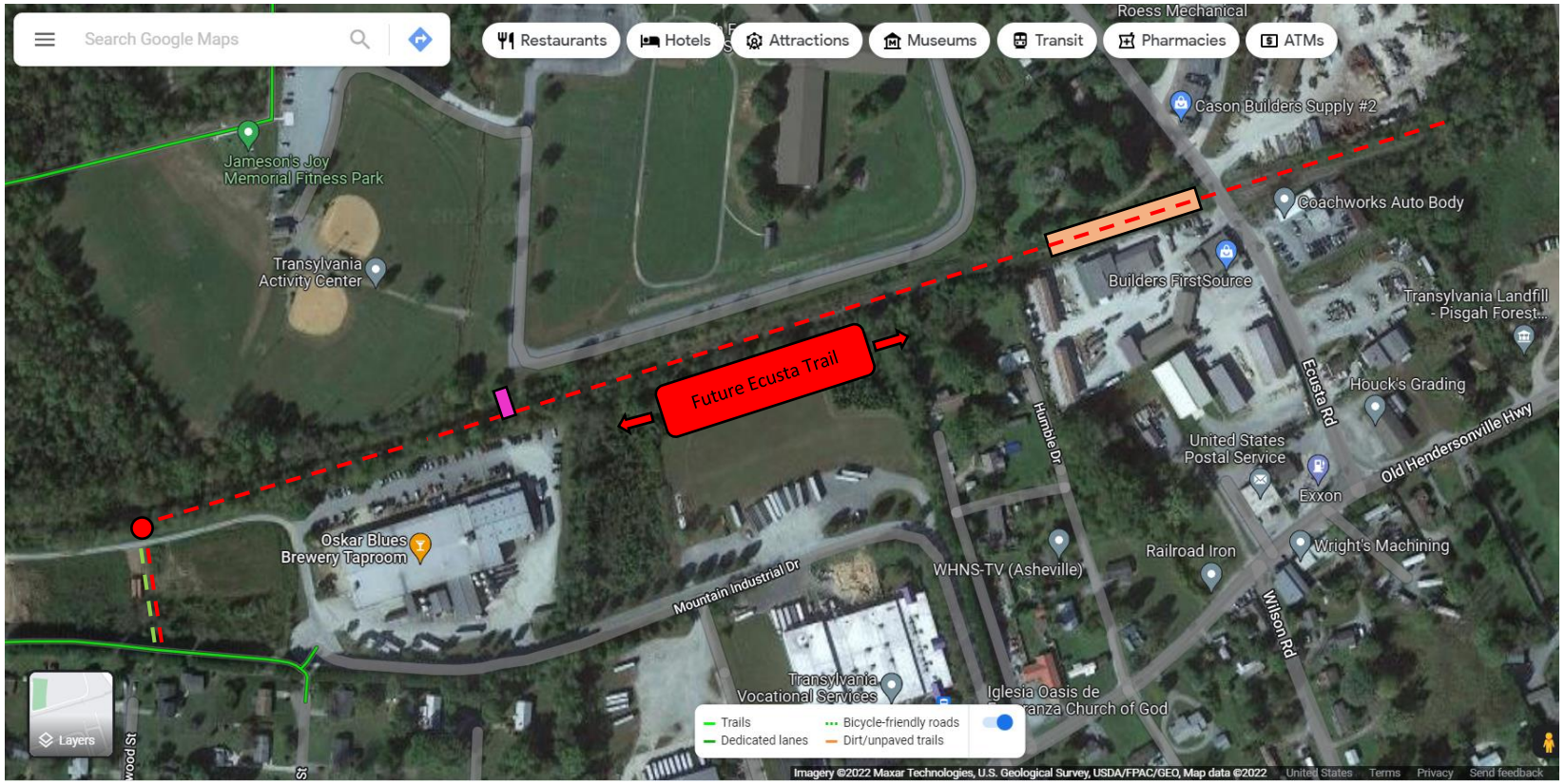


On Estatoe Trail

On Future Ecusta Trail

Draft Potential Ecusta and Estatoe Trailheads/Access Points

City of Brevard Ecusta Trail Trailhead/Parking Area at Ecusta Road: Option A (Next to Builder's First Source), 35-50 Parking Spaces



Key:

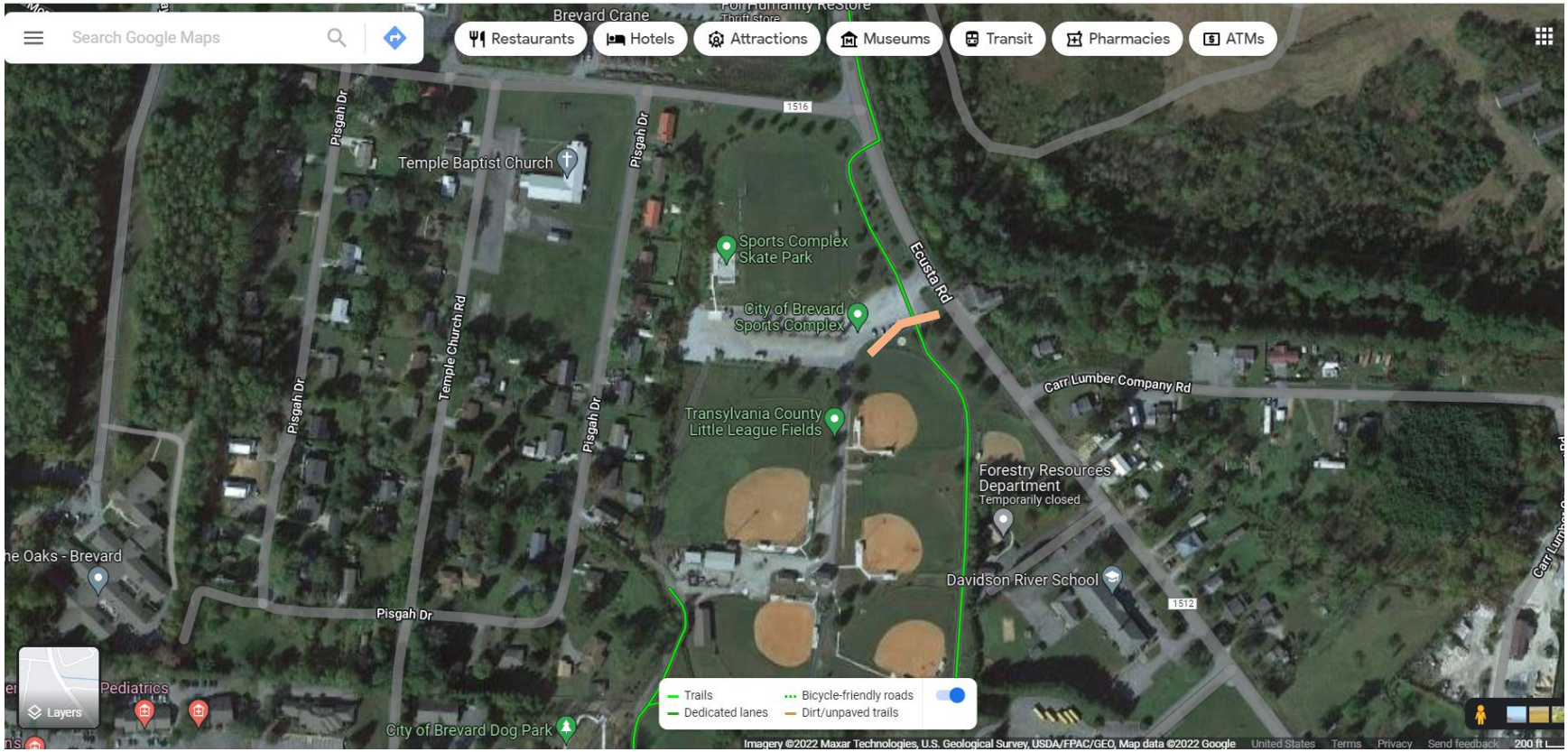
- Current Estatoe Trail
- Future Ecusta Trail
- Future Ecusta Trail Terminus
- City-Developed Trailhead with Parking (50 max spaces)
- Bike/Ped Bridge (New - Across small creek to Oskar Blues & trail access)
- Access to/from Ecusta and Estatoe Trails (After Mt. Industrial Road Expansion)

Pros:
1. Entire site lies within the railroad right-of-way leased by the City of Brevard.
2. Development should be relatively lower-cost as it can be constructed concurrently with the trail construction in this area.
3. Excellent visibility and access from Ecusta Road.

Cons:
1. Close proximity to an active commercial site – Builders First Source – and residential properties.
2. Ecusta Road traffic will increase once the Wilson Rd. project is completed.
3. Ensuring vehicular ingress and egress may be complicated by the close proximity of the trail.

Draft Potential Ecusta and Estatoe Trailheads/Access Points

Interim Trailhead w/ Smaller Parking Set-Aside in Existing City-Owned Parcel: Option B, 15-20 Parking Spaces



Key:

Current Estatoe Trail

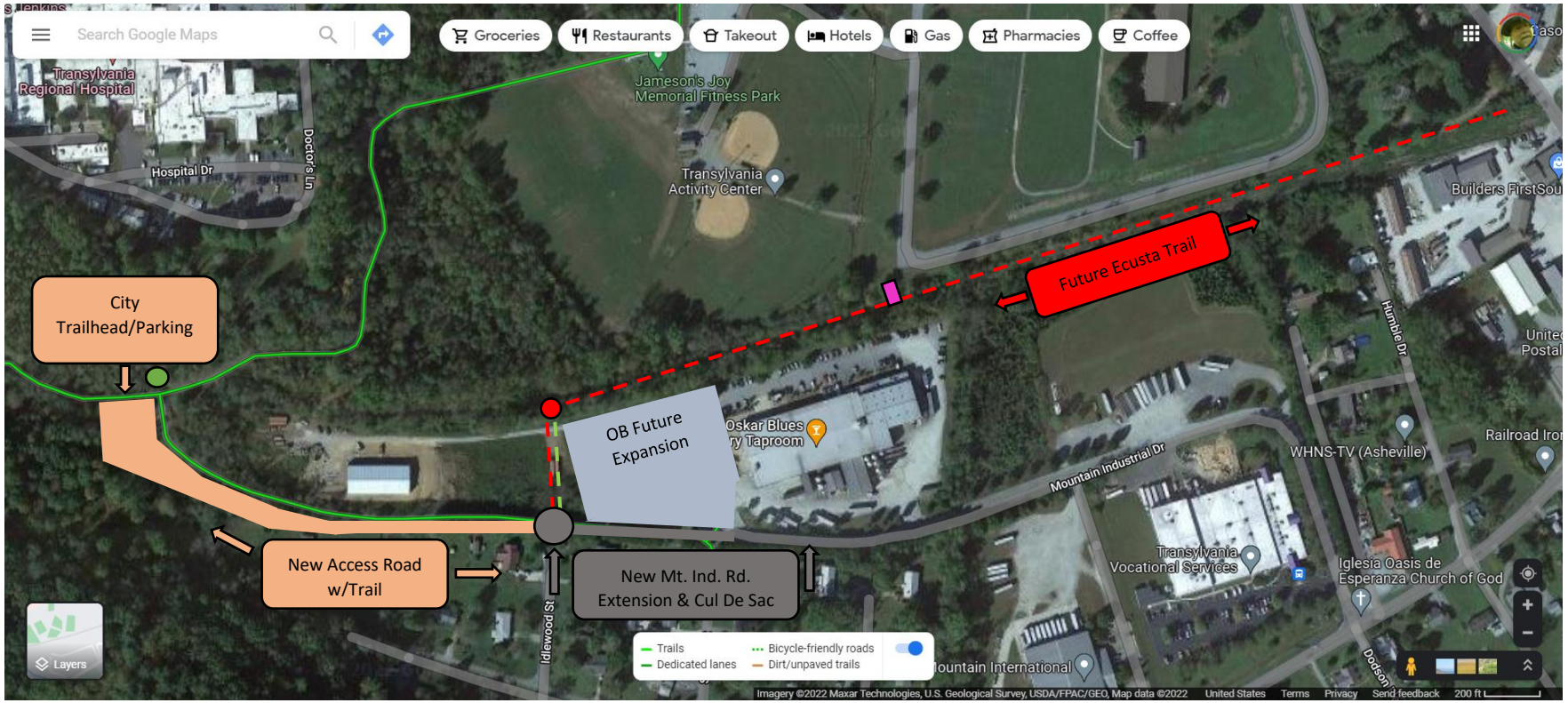
City-Developed Interim Trailhead with Parking and Estatoe & Ecusta Trail Directory

Pros:
1. The site is immediately adjacent to a spur of the current Estatoe Trail.
2. Site is already owned, maintained and managed by the City of Brevard.
3. Site currently serves as a parking area for the skate park and other Parks & Rec activities.
4. Excellent visibility and access from Ecusta Road.
5. Site has access to other Parks & Rec amenities such as restrooms and potable water.

Cons:
1. Parking on the site is currently loosely organized and roughly paved.
2. Due to the size of the site, more permanent parking lot organization and paving may be more costly.
3. A proposal to construct a state-of-the-art soccer field for the county soccer league will increase use of the parking area, though the development of the soccer field should include better organization and paving of the parking area and should not preclude the use of the parking area for other recreation functions, including trail access parking.

Draft Potential Ecusta and Estatoe Trailheads/Access Points

Oskar Blues Mobility Hub Trailhead Concept: Option C*, City-Owned Parking Area, 25 Spaces



Key:

- Current Estatoe Trail
- Future Ecusta Trail
- Future Ecusta Trail Terminus
- City-Developed Trailhead w/Parking & Roadway Extensions to Include Trail
- Access to/from "Mobility Hub Parking"
- Bike/Ped Bridge (New - Across small creek to Oskar Blues parking area and trail access)
- Potential Estatoe/Ecusta Trailhead Pavilion (Bike station, restrooms, lighting, water)

Pros:

1. Utilizes city-owned property adjacent to the current Estatoe Trail Cherry Street spur in close proximity to the proposed Oscar Blues expansion and the extension of Mt. Industrial Road.
2. Provides a discrete parking area in close proximity to the 11+ acre Pisgah Health Foundation property that has been proposed as a future wellness park.

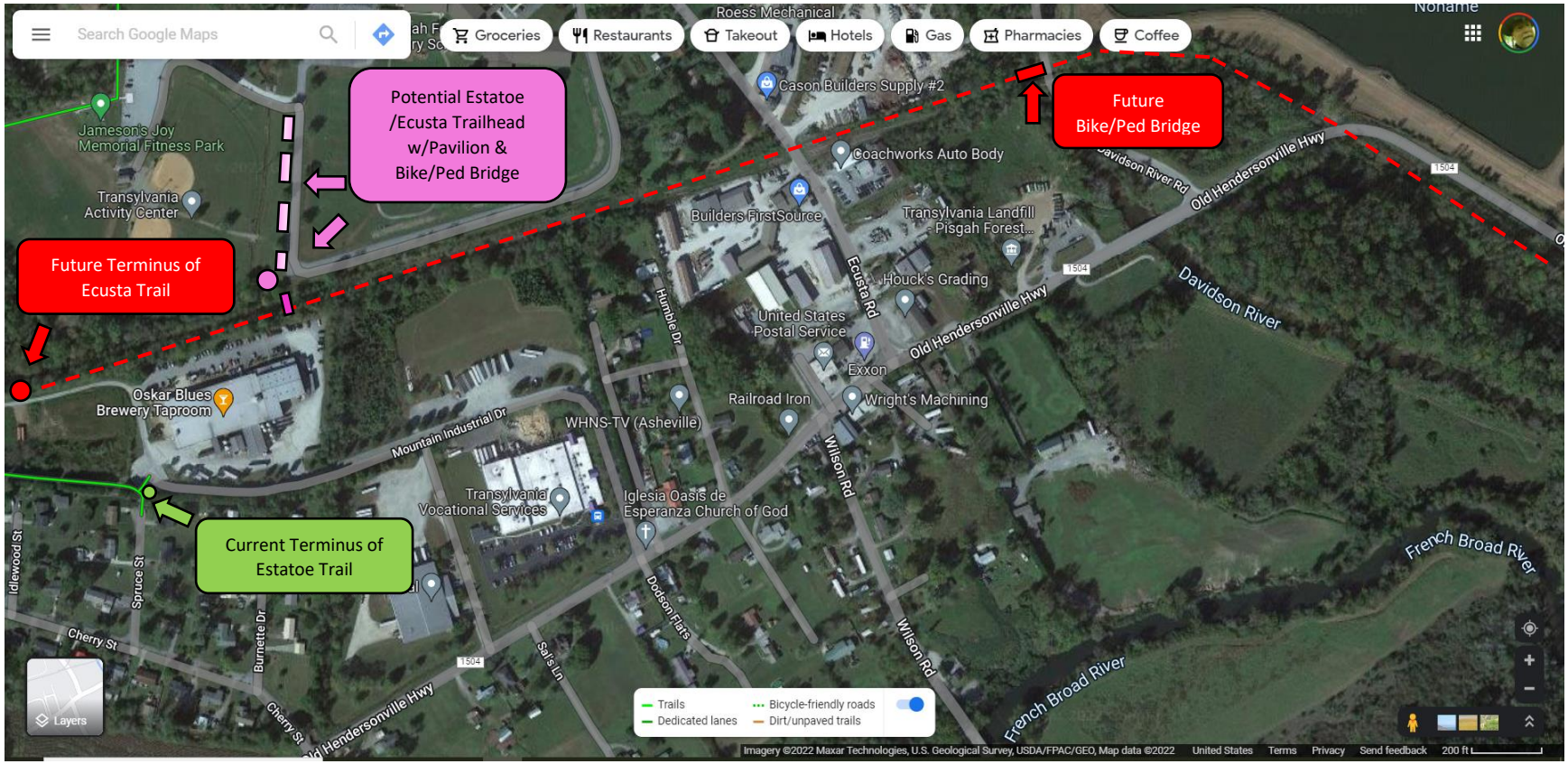
Cons:

1. Unclear if a parking lot can be sited over water and sewer mains as well as adjacent to a small stream/creek.
2. Current Cherry Street spur trail would need to be converted to a trail and vehicle ingress/egress access road to the parking area.
3. Developing the parking area may be more costly than other trail access areas.
4. Industries located in the industrial area may not want more public access encouraged in their area.

**Dependent on/coordinated with Mountain Industrial Road Expansion*

Draft Potential Ecusta and Estatoe Trailheads/Access Points

Ecusta Trail Estatoe Trail Connection – Existing Plan w/Trailhead: Option D**, 25-35 Parking Spaces



Key:

- Future Ecusta Trail
- Future Ecusta Trail Terminus
- Current Estatoe Trail
- Current Estatoe Trail Terminus
- Potential Estatoe/Ecusta Trailhead Pavilion (Bike repair station, restrooms, lighting, potable water & preservation of existing trees)
- Head-In Permeable Parking (For up to 30 cars)
- Bike/Ped Bridge (New - Across small creek to Oskar Blues parking area and trail access)

Pros:

1. Proposed site is already being used at peak times for overflow Parks & Rec parking, so a more a formal organization and paving of this area can assist with overflow parking needs.
2. Provides a direct connection to the trail from the Parks & Rec area for county and city residents who currently utilize the Parks & Rec facilities and programs, especially younger residents who may wish to use Estatoe and Ecusta Trails while in the Parks & Rec area. This option represents an additional low-cost amenity for county and city residents.
3. Site has excellent access off Ecusta Rd.
4. Site is close to the terminus of the Ecusta Trail needing only a small pike/ped bridge to connect this area with the Ecusta Trail.

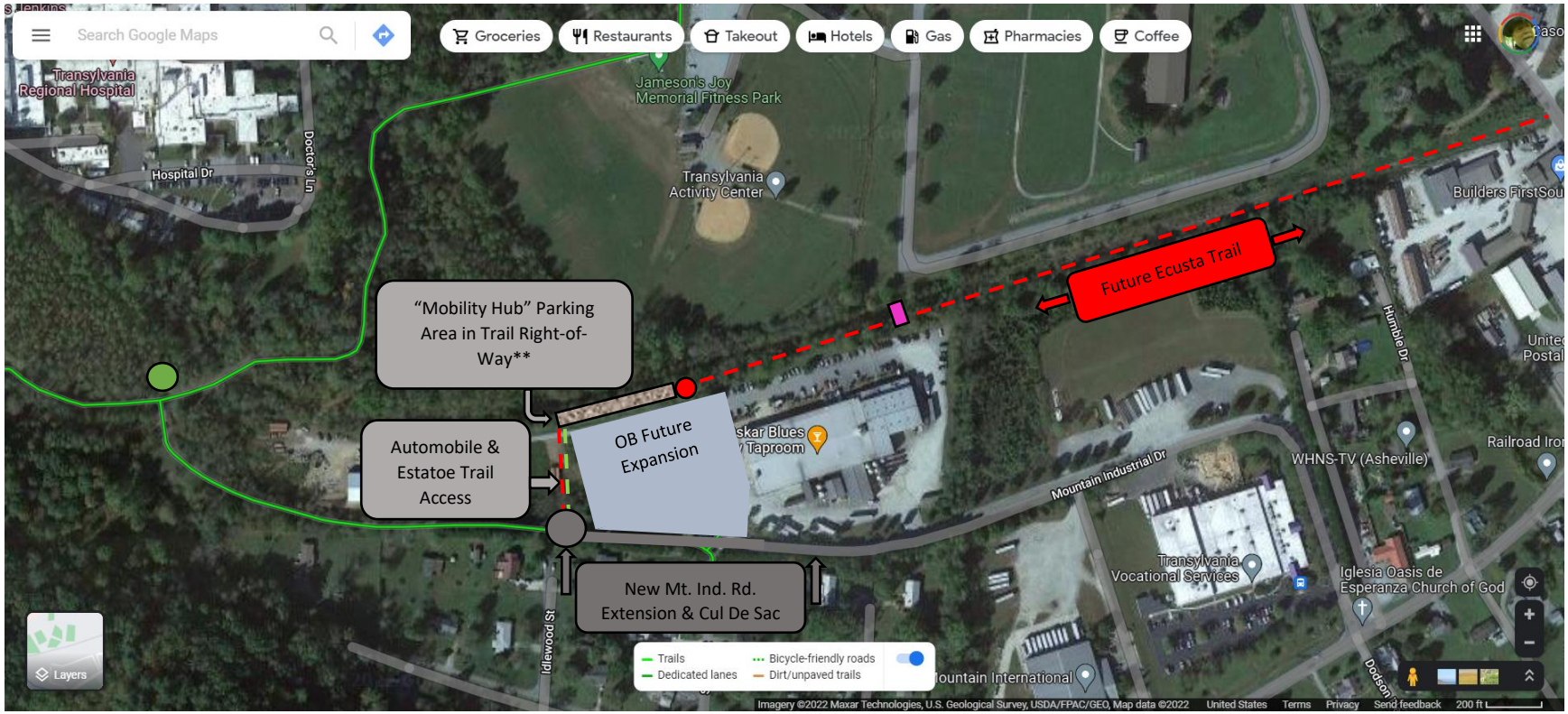
Cons:

1. Some Parks & Rec area users may be concerned about parking accessibility at peak times for organized Parks & Rec activities.

***Based on original Alta plan, see Appendix A.*

Draft Potential Ecusta and Estatoe Trailheads/Access Points

Oskar Blues Mobility Hub Trailhead Concept: Option E***, 50 Parking Spaces Adjacent to Oskar Blues



Key:

- Current Estatoe Trail
- Future Ecusta Trail
- Future Ecusta Trail Terminus
- Access to/from "Mobility Hub Parking"
- Bike/Ped Bridge (New - Across small creek to Oskar Blues parking area and trail access)
- Potential Estatoe/Ecusta Trailhead Pavilion (Bike repair station, restrooms, lighting, potable water)

Pros:
1. Site is on railroad right-of-way leased by the City of Brevard.
2. Creates a larger and more convenient parking area in a high cycling traffic area that would be compatible with the surrounding development.
3. Potential city and private sector collaboration and cost-sharing.
4. Creates a trail access point that is literally where the Estatoe and Ecusta Trails meet.

Cons:
1. Industries located in the industrial area may not want more public access encouraged in their area. That being said, the expansion of Oskar Blues will inevitably attract more cycling enthusiasts to this location.
2. Public right-of-way/access issues around the public's use of the parking area will need to be negotiated between the city and Oskar Blues. This reality makes this a more complex project than a project located on existing publicly owned or leased property.

****In collaboration with Oskar Blues and dependent on Mountain Industrial Road expansion.*

Oskar Blues Mobility Hub Trailhead Concept: Right-of-Way Detail for Parcel to Be Developed By Oskar Blues



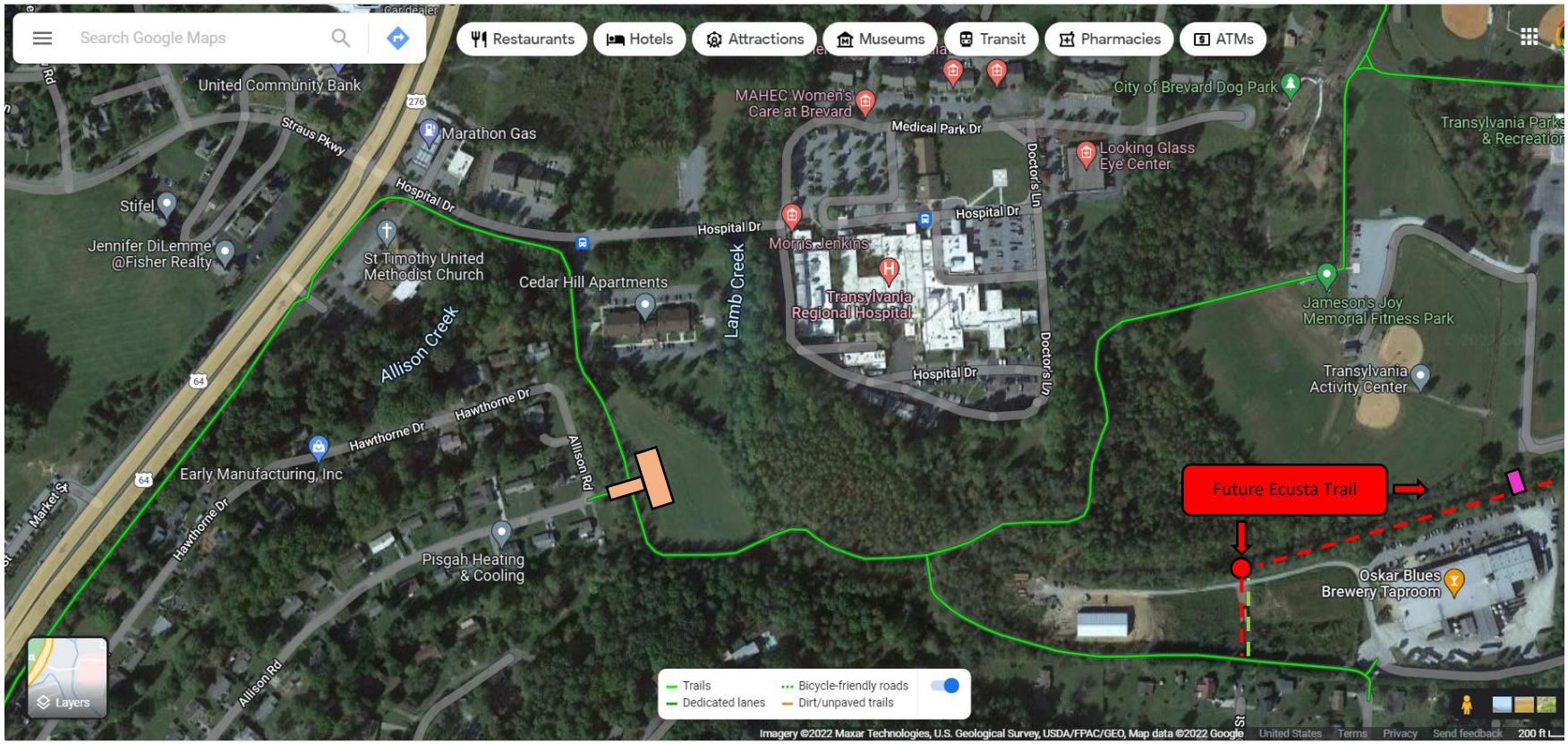
Key:

Ecusta Right of Way, Oskar Blues Side (50 ft.)

Possible Footprint of Parking Area for Oskar Blues Development of Adjacent Site

Draft Potential Ecusta and Estatoe Trailheads/Access Points

Allison Rd w/ Small Parking Lot & Limited Amenities on Pisgah Health Foundation Property: Option F, Limit Parking to 25 Spaces to Limit Neighborhood Inconvenience



Key:

- Current Estatoe Trail
- Future Ecusta Trail
- Future Ecusta Trail Terminus
- City-Developed Trailhead with Parking (25 max spaces) and Roadway Extensions to Include Trail Segment
- Vehicle Access Bridge (New)
- Bike/Ped Bridge (New - Across small creek to Oskar Blues parking area and trail access)
- Access to/from Ecusta and Estatoe Trails (After Mt. Industrial Road Expansion)

Pros:

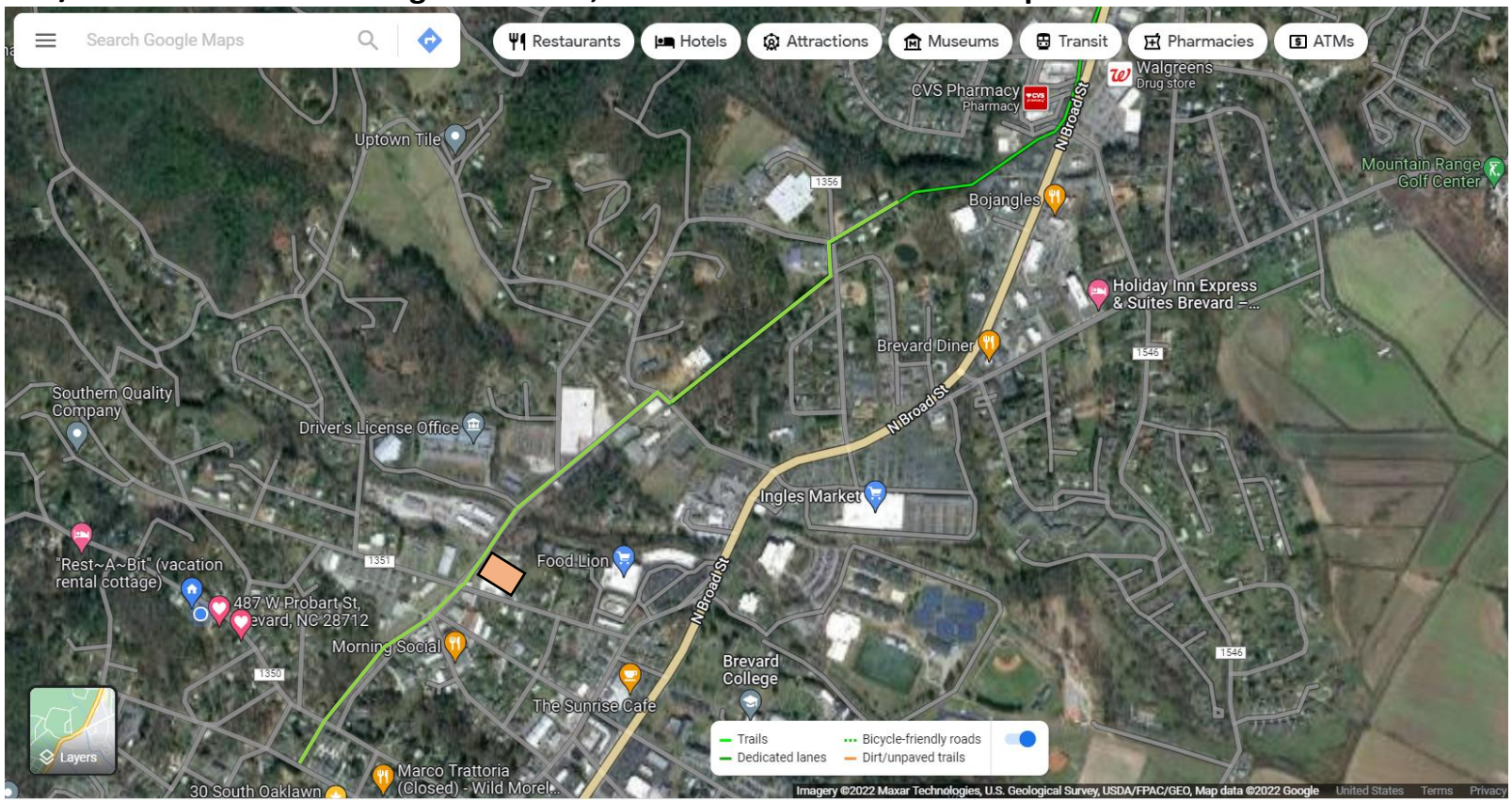
1. Site already has a bike/ped bridge to it from Allison Rd. that connects directly to the Estatoe Trail. This option is an expansion of that access to accommodate vehicles.
2. Provides vehicular access to not only the Estatoe Trail but the 11 acre Pisgah Health Foundation property that could, with some level of vehicular access and significant fundraising, become a wellness park.

Cons:

1. Construction issues around placing a vehicular bridge across a classified trout stream and a parking area near flood plain as well as other watershed management issues make this a more complex project to undertake.
2. Option will concern the Allison Rd. neighborhood over the potential increase in vehicular traffic in the neighborhood.

Draft Potential Ecusta and Estatoe Trailheads/Access Points

City of Brevard Depot Park as Main Estatoe Trail Trailhead: Option G, Current Parking of 60+ Spaces with Bile/Ped Amenities Including Restrooms, Potable Water and a Bike Repair Station



Key:

Current Estatoe Trail

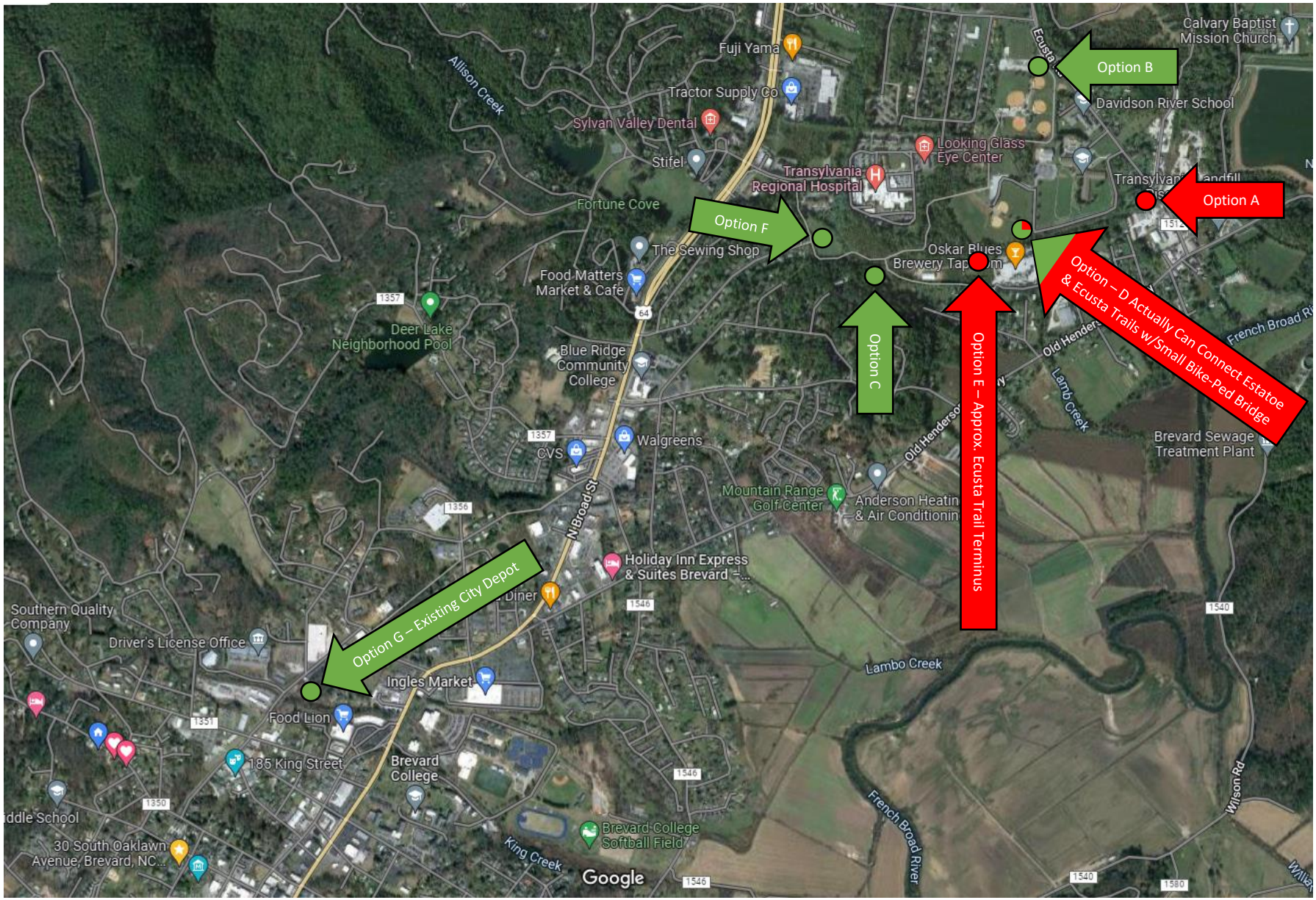
City-Developed Main Estatoe Trailhead at Existing Depot on Railroad Avenue with Parking & Amenities (60+ existing parking spaces)

Pros:
1. Site already functions as a de facto trailhead and parking area and is directly on the Estatoe Trail.
2. Site has ample amenities for cyclists and pedestrians.
3. Site offers excellent access to the up and coming King Street neighborhood commercial area (including a bike shop and restaurants) and, with better wayfinding signs and a clearly designated route, access to Brevard's historic downtown area.

Cons:
1. Site is a bit off the beaten track and will require wayfinding signs and marketing to ensure that potential users know how to access the trailhead.
2. Access to the majority of the existing Estatoe and Ecusta Trails from this site is dependent on crossing the very busy Highway 64 – a reality that many current users find challenging and stressful.

Draft Potential Ecusta and Estatoe Trailheads/Access Points

Overview of All Potential Ecusta and Estatoe Trail Access Points Evaluated (Those Not in the Original Alta Plan)



On Estatoe Trail

On Future Ecusta Trail

Everett Road County Trailhead as Proposed in Alta Plan: Option H



The Old Hendersonville Highway Trailhead includes development of 35 parking spaces, an open-air pavilion and kiosk with future restroom facilities, and additional landscape. The open-air pavilion is centrally located on the site, and all trail access would occur centrally through this facility.

Landscape enhancements buffer the parking lot from the trail and additional evergreen screening buffer adjacent land uses. Additional trailhead signage is proposed both along the trail and along Old Hendersonville Highway.

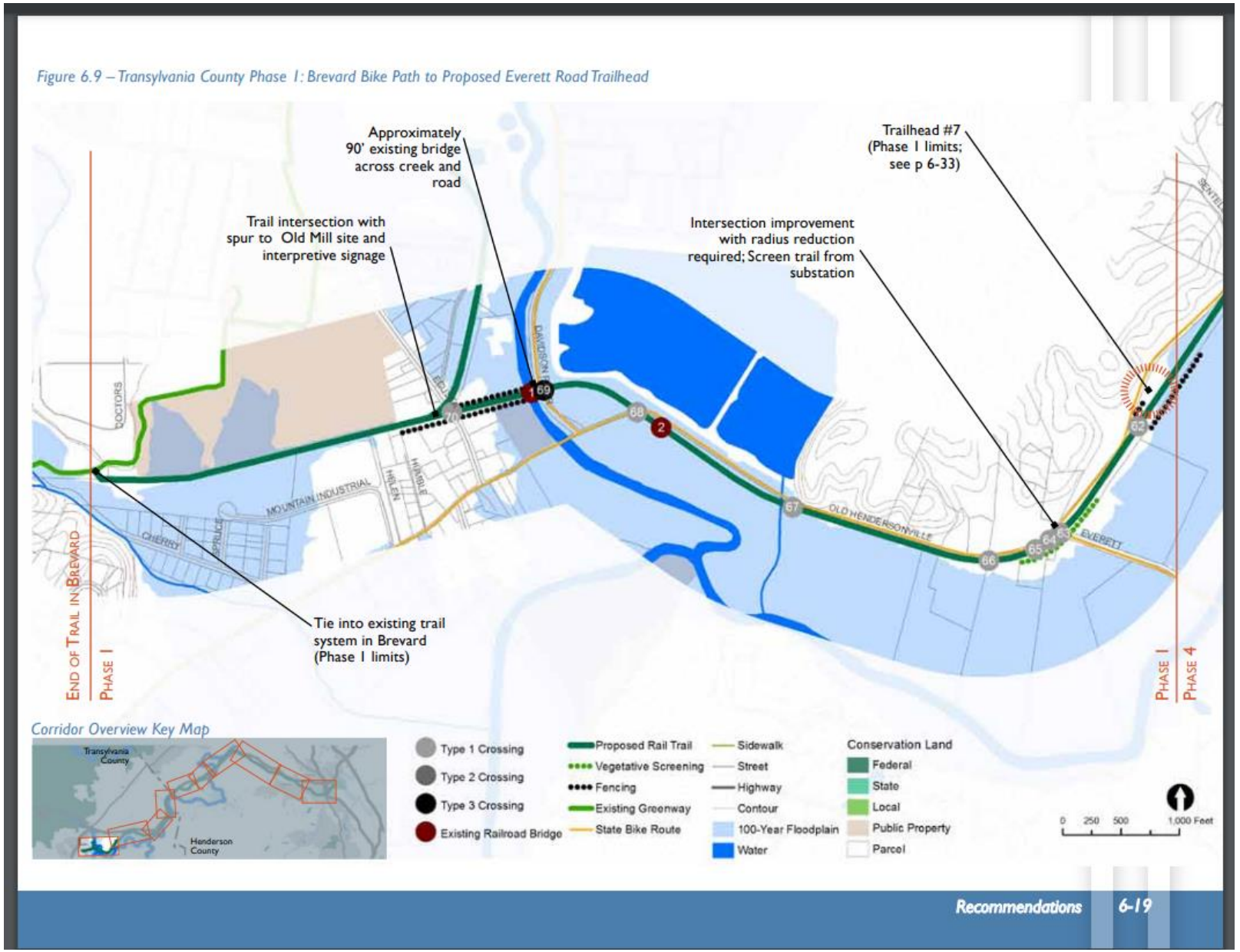
TRAILHEAD #7

Figure 6.19– Potential Trailhead at Everett Road & Old Hendersonville Highway

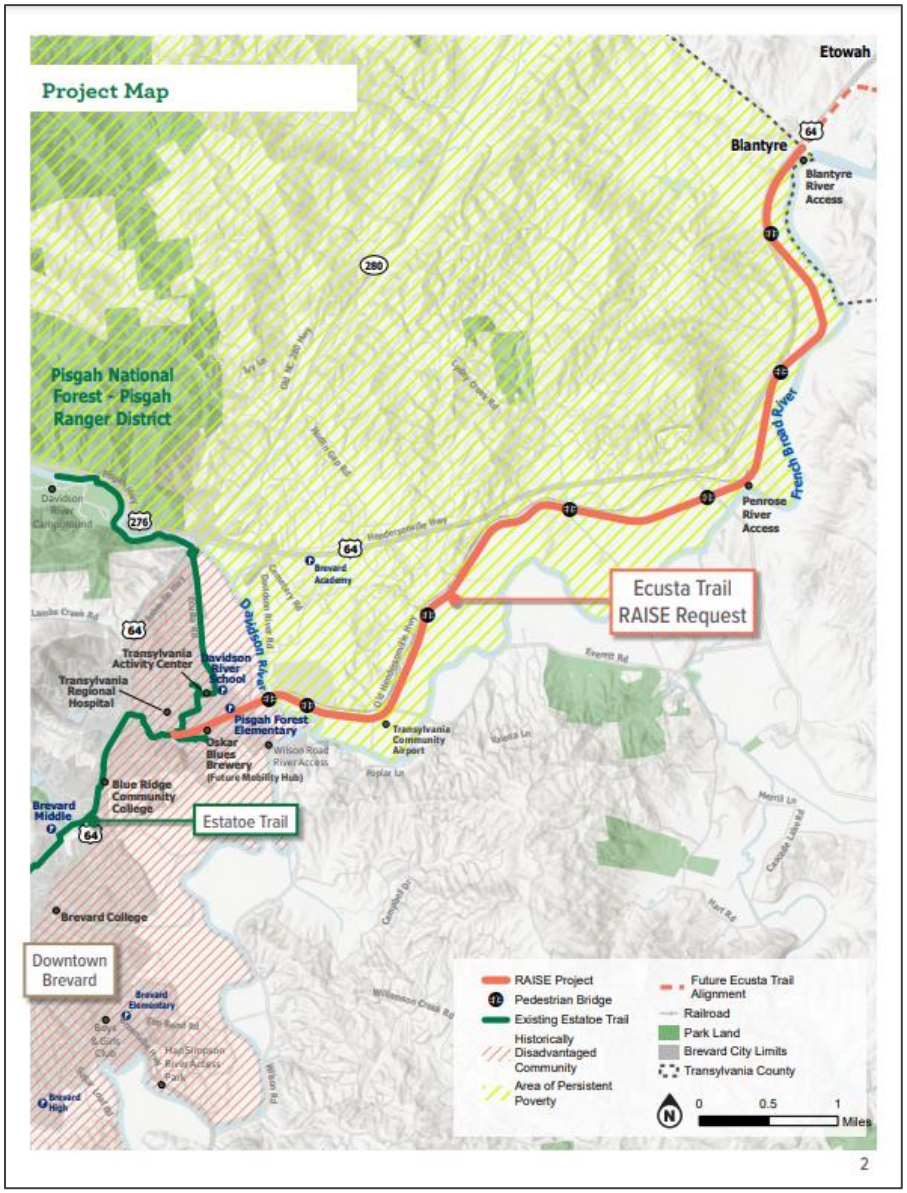
Pros:
1. Site is part of the official Ecusta Trail plan.
2. Site offers easy access off of Old Hendersonville Highway.
3. Site's is privately owned.

Cons:
1. Old Hendersonville Highway is a narrow and busy road that has high rates of vehicular speed.
2. Site does not offer any chance of connecting to the Estatoe Trail or the Parks & Rec area.

Appendix A: Original Alta Plan – Map of Brevard Portion of Ecusta Trail



Appendix B: RAISE Grant Project Map



Oskar Blues listed as "Future Mobility Hub"

Appendix C: RAISE Grant Detail on Access and Other Issues



ASSESSMENT OF PROJECT RISKS + MITIGATION STRATEGIES

Minimal risks are anticipated with the project. Table 5, below, assesses the potential issues that may arise and the preemptive and/or proposed mitigation measures. In addition, NCDOT will serve as administrator for this grant and will handle bidding, selection, and construction administration. The City of Brevard will work closely with NCDOT in a support role. NCDOT will appoint a project manager for all construction-related issues and assign a grant coordinator for grant-related tracking and compliance on technical and project delivery.

TABLE 5: RISK + MITIGATION STRATEGIES

RISK	MITIGATION STRATEGY
UTILITY CONFLICTS + BRIDGE STRUCTURES	• As the repurposing of a former rail corridor, utility conflicts are anticipated to be minimal and relocations for the most part not required. • Budgetary allowances are included in the cost estimate for the anticipated drainage and erosion control improvements required for the project. • Seven railroad bridges along the corridor are planned to be replaced with structures appropriate for the trail. Full demolition and construction costs for these bridges are included in the cost estimate.
RIGHT-OF-WAY ACQUISITION	No issues are anticipated. Conserving Carolina / Ecusta Rails 2 Trail LLC have completed acquisition of the rail corridor. The City of Brevard is committed to play a leadership role in the maintenance of the trail, in cooperation with local and non-profit entities.
FEDERAL FUNDING PROCESS + REQUIREMENTS	The City of Brevard and the Land of Sky COG are extremely familiar with the federal funding process and requirements, including NEPA, certification, etc; and have developed a project administration / delivery strategy in concert with NCDOT.
PUBLIC + STAKEHOLDER INPUT	• Multiple planning and public outreach efforts have been completed over the past few years and decade, and public and stakeholder support is overwhelmingly positive. • Any community impact issues that may arise before, during and after construction will be mitigated through clear and continuous communication with the public.
SCHEDULE RISK	The project schedule allows for flexibility that includes sufficient time to address potential issues. Even with the extra time built in, the project is anticipated to complete construction by the end of 2028, significantly ahead of the federal deadline for expenditures.