



Town of Burnsville

*Comprehensive
Pedestrian Plan*

2006

Adopted

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Burnsville, NC*

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Sidewalk		Range
Academy Street	West Main Street to Glendale Avenue	Long range
Azalea Lane	North Main Street to Summit Street	Long range
Bowditch Street	South Main Street to BiLo	Long range
Celo Street	Long View Road to East Main Street	Long range
Cooper Street	West Main Street to US 19-E	Long range
Court Street	Extend to West Boulevard	Long range
East Boulevard	South Main Street to end	Long range
Glendale Avenue	Academy Street to Swiss Avenue	Long range
Hillside Drive	West Main Street to US 19-E	Long range
Ivy Street	East Main Street to East Boulevard	Long range
Long View Road	School Circle to East Main Street	Long range
Ramsey Street	Bennett Street to Long View Road	Long range
Ray Street	West Main Street to West Boulevard	Long range
Robertson Street	West Glendale Avenue to West Main Street	Long range
South Main Street	East-West Boulevard to US 19-E	Long range
Swiss Avenue	Glendale Avenue to West Main Street	Long range
West Boulevard	Cooper Street to South Main Street	Long range
West Glendale Avenue	Clear View Lane to Robertson Street	Long range
* Off-road Connector	Byrd Street to Robertson Street	Long range
* Off-road Connector	Mount View Drive to Reservoir Road	Long range
* Off-road Connector	Sunrise Lane to Wildberry Lane	Long range

Crosswalk		Range
1	US 19-E & South Main Street / Reservoir Road	Short term
2	US 19-E & Pensacola Road (NC 197)	Short term
3	School Circle & Green Mountain Drive	Short term
4	US 19-E & Westover Drive	Mid-range
5	US 19-E & East Main Street	Mid-range

Sidewalk			Range
1	US 19-E	Town Limits to Town Limits	Short term
2	Pensacola Road (NC 197), East Main Street	East Main Street to Blue Ridge Lane	Short term
3	West Main Street	Extend existing to Town Limits	Short term
4	School Circle	Around School Circle, to Parkway Playhouse	Short term
5	Mitchell Branch (N. Main Street)	Extend to Ray-Cort Park, Town Limits	Mid-range
6	East Main Street	Extend to US 19-E	Mid-range
7	Westover Drive	West Main Street to US 19-E	Mid-range
8	McIntosh Ave. & Bennett Street	Extents, with off-road connector	Mid-range

SECTION 1: INTRODUCTION

• Vision Statement

Nestled in the Black Mountains of western North Carolina at an elevation of 2,815 feet, the Town of Burnsville (population approximately 1,600) is the County Seat and cultural and economic hub of Yancey County. Burnsville is nearly two (2) miles wide from east to west and just over one (1) mile across from north to south. US 19-E is a three-lane highway that runs east and west through town, nearly dividing the town in half. Town Square and most of the residences and older businesses are located north of US 19-E, while a large number of newer, automobile-oriented businesses are located along the south side of the highway, separated from the rest of town.

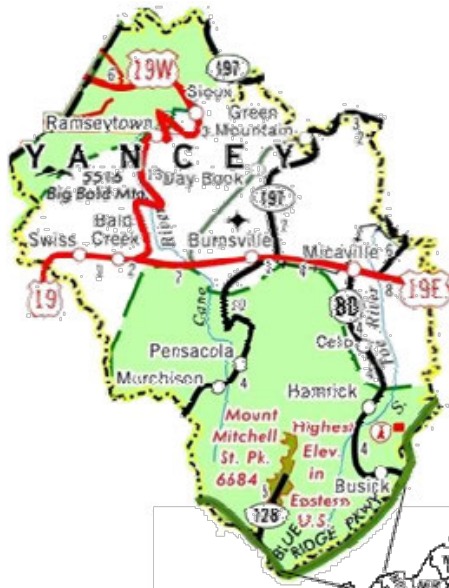


Fig. 1-1: Burnsville is located in Yancey County, in the mountains of North Carolina. US 19-E traverses the town and is the main thoroughfare. Yancey County is the home of Mt. Mitchell, the highest peak east of the Mississippi River.



Residents of the area take pride in the area's natural beauty and are driven to protect it. Another benefit of life in Burnsville is the weather. Mild temperatures prevail for most of the year, with winter offering colder temperatures and the possibility of snow. Many of the residents of Burnsville enjoy walking, but with the very limited sidewalk system in town, walking along the sometimes steep and winding roads can be a dangerous proposition. The primary goal of this plan is to provide safe and accessible walking routes throughout Burnsville. The development of a more extensive and universally functional pedestrian system will promote the livability of and safety in this small town, aiding in tourism marketability and improving the health of the system's users.

• History

Yancey County was established in December of 1833. The Town of Burnsville was founded in 1834 and named after Captain Otway Burns. Burnsville grew as the commercial and administrative center for Yancey County, and has been the County Seat of this rural county since the town's inception.

Walking has many benefits, and those benefits are not limited to the walker. Every person who chooses to walk instead of driving to get somewhere helps to reduce emissions, benefiting air quality for other pedestrians and outdoor enthusiasts. The pedestrian also receives health benefits and increased social interaction with others. Walking is the least expensive form of transportation, and is the only form available to many people.

The Town of Burnsville and Yancey County realize these things and would like to see an improved pedestrian network in place. Past efforts, including the Downtown Streetscape Improvements project and the sidewalk assessment completed by Healthy Yancey in spring of 2003, prove this fact. The Centro de Enlace has played an integral part in many initiatives, serving as a liaison between the growing Hispanic population within Yancey County and officials or other groups.

Past efforts to improve the area now and in the future have included a land development plan and sidewalk projects. The Yancey County and Town of Burnsville Land Development Plans were approved in September of 2001 and lay general guidelines for development in the county. Healthy Yancey completed an assessment of all of the existing sidewalks in town in April of 2003. In 2005, a sidewalk upgrade and renovation was completed in the Central Business District of Burnsville. Sidewalks were replaced or repaved with brick and printed asphalt around the Town Square and on Main Street. Many of Burnsville's residents are ready for safety improvements and sidewalk extensions throughout town, as evidenced by the survey responses.

• Goals and Objectives



The long range goal of this plan is to provide a safe and complete network of pedestrian facilities connecting pedestrian generators and attractors (Figure 1-2). In the short term, though, it is important to make sure the existing facilities are in good to excellent condition and more safety measures are installed. The current network should be expanded first into areas that are already being heavily used.

Fig. 1-2: This is a miniature version of the map that can be found in Section 8 of this document. Green lines represent existing pedestrian facilities, red lines represent projects proposed for the short term and mid-range, and yellow lines represent long term goal projects.

• Scope and Purpose of Plan

This plan provides an outline for future expansion of the pedestrian network in Burnsville. Both on- and off-road walkways are included as potential projects. Since the Town has no extra-territorial jurisdiction, the study area for this plan is limited to the area within Town Limits, though recommendations are made that certain walkways reach beyond them.

A larger, better-connected pedestrian network will increase the number of walking trips and improve safety and accessibility. Many residents who do not walk much now may see walking as a viable transportation option once facilities are in place. Currently, walking from place to place in and around town is difficult and dangerous. Walkability around the Town Square has been improved in the recent past with stamped asphalt sidewalks and crosswalks. The Town and County see the proposed widening of US 19-E as an opportunity to add walkways through town and have been involved with the process of trying to get the North Carolina Department of Transportation (NCDOT) to include walkways during construction.

Currently, those who walk do so primarily for their health or as transportation for running errands. One of the biggest challenges and needs in Burnsville is creating a safe way for residents to get across and travel alongside US 19-E, a three-lane east-west thoroughfare that is scheduled to become a divided highway in the near future. US 19-E separates most of the commercial businesses, such as grocery stores and shopping, from Downtown and the bulk of in-town residences. Much of the Hispanic population lives just outside of Burnsville and lacks any other form of transportation. They must walk along this heavily-traveled roadway to buy groceries and other necessities or visit the doctor's office. Another challenge is that this is a mountainous community, and the slopes are difficult for some to traverse, including some of the older or disabled residents. These problems must be addressed.

In the long range, walkways should be constructed in areas that are unsafe for pedestrians to walk in or along the roadway. Many of the residential areas in the town have roads that are lightly traveled by vehicles, and the cost of installing sidewalks or other facilities may outweigh the benefits of installation. Also, drivers in these areas expect and respect the pedestrian. In the short term, facilities should be constructed along the busiest roadways, such as US 19-E, NC 197 (Pensacola Road), and East and West Main Street. Existing facilities need to be retrofitted with curb ramps that comply with guidelines set forth by the Americans with Disabilities Act (ADA-compliant curb ramps) and highly visible crosswalks.

Pedestrian facility improvements may include new construction, upgrades and retrofits, or maintenance. These projects may be independent of other projects or incidental, meaning they are completed in conjunction with another project. An example of an independent project would be the new construction of a greenway or the construction of a sidewalk along a road that no work is being done on. Pedestrian signals and crosswalk

markings being installed in conjunction with a roadway repaving or widening project is an example of an incidental project. Installation of signage and bike racks may be done independent of or incidental to many kinds of projects.

The 2006-2012 Transportation Improvement Plan (TIP) lists only one project within the Burnsville Town Limits – the widening of US 19-E (R-2519, Construction SFY08, SFY11, Post Years). It has not yet been determined when construction of this portion of the project will begin, but it should include pedestrian facilities such as pedestrian signals and crosswalks in conjunction with traffic signals and sidewalks within the right-of-way on both sides. Crosswalks throughout town should be improved to make them especially visible to drivers. The interface between the pedestrian network and places where the Yancey County Transportation Authority's (YCTA's) vans make frequent drops and pick-ups could be enhanced by the installation of "stops" with benches and shelters.

This document provides a foundation for further planning and fundraising. Much work still needs to be done. Possible partners may include the NCDOT, High Country Rural Planning Organization (RPO), Yancey County Government, Burnsville Council, Healthy Yancey, and Burnsville residents. As the Town of Burnsville does not have a Planning Department, assistance with planning may be requested from the High Country RPO and Yancey County Planning Departments. The Town of Burnsville Public Works Department will need to determine current workloads and determine how much more work can be done by present staff and may need to think about hiring more labor, if budgets allow. Curb ramp retrofits and crosswalks can likely be installed by the existing staff and need to be done in locations all over town. Standards, guidelines, and policy changes are discussed at length in Sections 3 and 9 of this document.

SECTION 2: EVALUATING CURRENT CONDITIONS

• Overview

Some of the first steps to creating a successful Comprehensive Pedestrian Plan include determining what facilities are already in place and finding out what needs are present. This section evaluates the condition of the current pedestrian network and regulations in Burnsville and what barriers exist.

• Determine Community Concerns, Needs and Priorities

In order to determine how the residents of Burnsville feel about pedestrian facilities in their community, several public involvement strategies were implemented. A Needs Assessment Survey was distributed in June and two Public Input Meetings were held. The first Public Input Meeting was held on July 13 to discuss the results of the survey and to get more input on existing and desired facilities. The second meeting, held on October 10, was held to get input about the draft report.

The survey and meetings were open to interested individuals and groups. The Project Steering Committee (PSC) was created to help gather and provide input for this plan, and the members represent a variety of groups and viewpoints (Figure 2-1). WTOE radio and the Yancey Common Times Journal have been instrumental in getting information about the pedestrian planning process out to the people (Figure 2-2).

Project Steering Committee (PSC) Members	
Tom Storie	Burnsville Public Works Director
Galen McMahan	Burnsville Police Chief
Penny Bailey	Resident
Rev. Maggie Lauterer	Resident
Sylvia Archer	Resident
Greta Reath	Graham Children's Health Services of Toe River & Healthy Yancey
Tonda Gosnell	Yancey County Health Department & Healthy Yancey
Janet Meynell, F.N.P.	Yancey County Health Department
Lynda Kinnane	Yancey County Health Department
Jim & Margie Haaga	Resident
Linda Randolph	Resident

*Fig. 2-1:
The PSC
Members
have been
helping
gather and
distribute
information
about the
Pedestrian
Plan*

Media Contacts	
WTOE / WKYK Radio	Steve Murphy, Announcer, News Director Ph. (828)765-7441 ext. 228 murphy@wtoe.com
Yancey Common Times Journal	Jody Higgins Ph. (828)682-2120 timesjournalnews@trccomputing.com

*Fig. 2-2:
Local
media
outlets
get the
news out.*

In addition to the survey and Public Input Meetings, Town Staff and Community Agency concerns were requested by e-mail, telephone, and fax. The Town of Burnsville does not have a Planning Department, so all such duties fall on the Public Works Director. As a result, pedestrian facilities in the past have not been planned improvements so much as they have been attempts to fix problems. The Yancey County Health Department (YCHD) is primarily concerned with pedestrian transportation as it relates to access to health care services for individuals without regular transportation. In particular, the relocation of Mission Family Medical Center and the YCHD to a site outside of the Town Limits has made the transportation barrier to accessing health care even more pronounced. Although it is not within the scope of this Plan, the YCHD sincerely recommends Town and County collaboration to address transportation needs as more health and social services relocate and transportation issues arise. Burnsville Police are concerned about pedestrian safety and visibility and would like to see more places for pedestrians to walk safely.

Centro de Enlace (Connection Center in Spanish) has shown a great interest in improving the pedestrian facilities in Burnsville, as many of their clients have no other form of transportation. They would like to see sidewalks that connect residential areas to the shopping centers south of US 19-E with safer crosswalks, and they would like more enforcement of the “yield to pedestrians” law. The Mitchell-Yancey Partnership for Children (MYPC) expressed similar views, noting that more affordable housing options are located on and near North Main Street, and that many residents walk from place to place. MYPC requests sidewalks and safe crossings on US 19-E at the shopping centers. All of the schools that serve Burnsville residents are located outside the Town Limits, and are therefore outside the jurisdiction of this plan, but many residents would like to see the schools connected to the proposed sidewalk network. This will require a cooperative effort between the County and the Town.

The public voiced many of the same concerns – they want safe, attractive sidewalks and crosswalks to connect destinations in the residential and commercial parts of town. They are especially concerned about their safety crossing US 19-E in its current state and request several improved crossings there. Many survey respondents and Public Input Meeting attendants were especially empathetic towards residents who have no other form of transportation and walk on the sides of streets around town, requesting specific sidewalk connections to make their travel safer.

Seven (7) pedestrian-related crashes were reported in the Town of Burnsville in the past 10 years. Two (2) of those crashes resulted in pedestrian fatalities. Both of the fatal incidents took place near Holcombe Brothers Funeral Home on East Main Street while people were crossing East Main to get to their vehicles parked across the street from the funeral home. Lighting and flashers warning drivers of the presence of pedestrians have been installed in this area. It may be beneficial to also have a Police Officer and squad car present to further calm traffic flow during funerals and visitations. Pedestrian-related incidents are listed in Appendix B.

• Assess Pedestrian Friendliness of Local Transportation System

The local transportation system in Burnsville is not particularly friendly towards pedestrians. The Town Square in the Downtown area is the exception to this, with sidewalks and wide stamped asphalt and painted crosswalks available. Farther out, no sidewalks or crosswalks are available. On some of the neighborhood roads with low daily traffic volumes, this is not a huge problem, but more pedestrian facilities would be helpful on busier streets. Where bridges or culverts exist, there should be room for pedestrians and vehicles to cross safely at the same time, whether this means extending culverts or providing separate pedestrian crossings.

The existing sidewalk network is limited to portions of East Main Street, Cooper Street, South Main Street, West Main Street, North Main Street, Green Mountain Drive, and School Circle. The Square has all sidewalks in place, so the immediate Downtown area is fully connected. These sidewalks and their crosswalks, where provided, are used for transportation and recreation / exercise. Slopes in the area will provide a challenge to creating a fully functioning, ADA-compliant pedestrian network in Burnsville, as will property acquisition. Some of the existing sidewalks are discontinuous or switch sides of the road as they connect two points, making the facility less safe.

Yancey County Transportation Authority Regular Service Area	
<ul style="list-style-type: none"> • Doctor's offices • Department of Social Services • Senior Center • Mountain Opportunity Center • Watauga, Avery, Mitchell, Yancey (WAMY) Community Action • Burnsville Day Care • Blue Ridge Mental Health • Special Care Center, Inc. • Cooperative Extension Services • Reconciliation House • Yancey County Library 	<ul style="list-style-type: none"> • Work First Program • Yancey County Department of Recreation • Yancey County Criminal Justice Partnership Program • Health Occupations Student Association (HOSA) • Mountain Heritage Employment Services • Yancey Nursing Homes • Smart Start - Partnership for Children

Fig. 2-3: This table lists some of the locations where transit stops and shelters could be located.

Deciding how to design for the transit interface plays a role in many sidewalk projects in larger cities, and one may think this would not apply to Burnsville. The vans provided by the YCTA serve as a transit system for this small town, and regular stops should be treated in a similar manner as bus stops in large cities (Figure 2-3). Building shelters near and accessible from the sidewalks with benches and street furniture to match those used throughout town would enhance the experience for transit users (Figure 2-4). Once a transit user steps out of the van, they become a



Fig. 2-4: Benches like this one are located throughout the Town Square, and could be located at various YCTA Van Stops around town to enhance riders' experience.

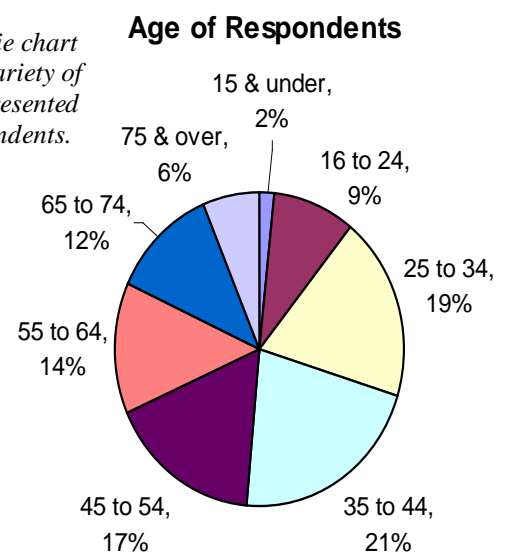
pedestrian. Similarly, as soon as a bicyclist parks their bike, they become a pedestrian. Bicycle parking facilities should be provided near clusters of pedestrian generators so that people could ride bikes to a centralized location and walk from place to place.

• Current Usage / User Demographics

150 surveys were filled out and returned either online or on paper (Appendix C). The responses received gave insight into the way people in Burnsville use their pedestrian facilities and where more are needed. 64% of survey respondents walk for between 10 minutes and one hour every day. Half of those surveyed said they walked for more than 10 minutes at least 5 days a week. The number of respondents that would walk at least 5 days a week is raised to 61% if facilities were provided. Two-thirds of the survey respondents walk at least half-a-mile every day. 82% walk near home, 35% walk near work or school, and 29% walk to local shopping. Survey respondents also mentioned walking in their friends' neighborhoods, in town, and along roads. 72% of respondents walk with no destination, 23% walk to and from their car most often, 22% walk to their neighbor's home, and 19% walk to the store. Reasons for walking included for health / exercise (82%), to enjoy nature (54%), and for relaxation (49%). 60% of respondents said they were too busy to walk more, while other reasons included lack of sidewalk availability (34%), extreme weather (27%), not enough destinations, and feeling unsafe (19% each). Another popular reason was that 19-E is too dangerous to cross. When asked what walking improvements they would like to see in Burnsville, survey respondents mentioned better and more sidewalks (59%), better and more crosswalks (54%), making places easier to get to and more off-road trails (43% each), installing pedestrian signals (39%), more trees and green space (34%), and better lighting (33%). Many people requested a pedestrian crossing or overpass at 19-E and maintenance of existing sidewalks. 81% of the survey respondents cannot walk to work or school because of distance and/or safety, but out of the 10% who can (9% are retired/unemployed), 6 out of 10 do.

The general consensus is that drivers drive at unsafe speeds (57%), there are not enough signs, signals, or crosswalks (66%), signals do not allow enough time for pedestrians to cross (54%), and there is not enough lighting along walking routes (60%). There are not enough sidewalks (69%), existing sidewalks are not wide enough (53%), and businesses are not within walking distance (64%). Survey respondents also agreed that there are not enough trees or other attractive features along streets and sidewalks (59%) and there are not enough benches (75%). Still, 61% feel safe walking, 59% see people walking

Fig. 2-5: This pie chart illustrates the variety of age groups represented by survey respondents.



around Burnsville frequently, and 68% feel that their neighborhood is attractive and enjoyable to walk in. Respondents were split on the issues of sidewalk condition (51% good, 46% bad, 3% “not applicable”), presence of obstacles in the sidewalks (52% “sidewalks are clear of obstacles”, 45% “sidewalks are not clear of obstacles”, 3% “not applicable”), and ease of walking in Burnsville (50% “easy”/”somewhat easy”, 50% “difficult”/”somewhat difficult”).

Females most frequently responded to the survey (77%). A good mix of ages was represented (Figure 2-5). 20% of survey respondents have young children under age 5, 10% do not have a driver’s license, and 7% do not have a car. 85% drive a vehicle as their primary means of transportation, while 22% stated walking as their most frequent mode of transportation. Only 29% of survey respondents live within Burnsville Town Limits. 5% of respondents have some form of physical disability that affects their safety as a pedestrian.

• Inventory and Assess Existing Facilities

A sidewalk assessment was conducted by Healthy Yancey in April of 2003 (Appendix D). No new sidewalks have been constructed, but the sidewalks Downtown have been rehabilitated. Currently, there are only sidewalks around the Town Square and along portions of North Main Street, South Main Street, East Main Street, West Main Street, Green Mountain Drive, and School Circle. The sidewalks that are provided Downtown are in good condition, but conditions worsen with distance from the Square. Design standards were generally met, with the exception of curb ramps.

The sidewalks in the Downtown area appear to be wide enough to serve the number of pedestrians that use them. Sidewalks outside of that area seem to be narrower than they should be. A 5’-wide sidewalk is comfortable for most applications, though sidewalks that are located against the roadway should be at least 6’-wide. The existing sidewalks connect Downtown and come close to reaching the Parkway Playhouse to the north, but no connections are made south of Downtown.

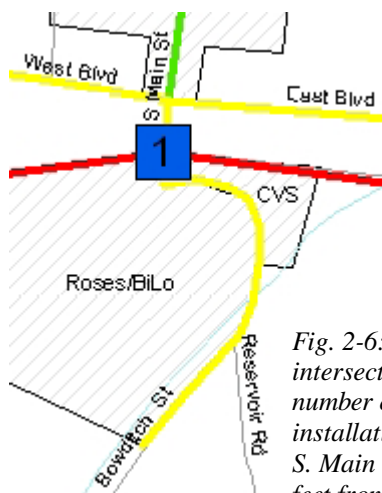


Fig. 2-6: This is one of the busiest intersections in Burnsville and the number one priority for crosswalk installation. East-West Blvd. and S. Main St. intersect only about 60 feet from the US 19-E/S. Main St. intersection.

Steep terrain and the presence of man-made barriers, such as US 19-E, present challenges to the construction of most pedestrian projects in Burnsville. One area that presents a blend of these issues is the intersection of Reservoir Road and US 19-E (Figure 2-6). Reservoir Road at this point serves as the fairly steep entrance to a shopping center, a fast food restaurant, and a pharmacy. Reservoir Road goes off to the east of the shopping center entrance approximately 50 feet from the intersection of Reservoir Road and US 19-E. A sea of asphalt does not allow pedestrians to feel secure while crossing. Downtown, bricks in the sidewalk are upheaved and

present a tripping hazard or a bumpy ride for someone in a stroller or wheelchair. In some locations, landscaping presents a sight obstruction to drivers and pedestrians, not allowing them to see each other and prevent collisions. There are no pedestrian signals on US 19-E, which is a thoroughfare for high volumes of high speed traffic. A minimal sidewalk system is provided north of US 19-E, but it needs expansion, and some sections need to be filled in, such as the area around Kid Mountain and the Parkway Playhouse.

SECTION 3: EXISTING PLANS, PROGRAMS AND POLICIES

• Review Relevant Local, Regional and State Plans and Guidelines

In 1996, the North Carolina Board of Transportation adopted *Bicycling and Walking in North Carolina: A Long-Range Transportation Plan*. Pedestrians and bicyclists are treated as one group in this document, which was an early work of the Office of Bicycle and Pedestrian Transportation¹, but since that time, it has been noted that the needs of the two groups differ greatly.

In recent years, municipalities have been urged by various agencies to draft planning documents relating to transportation, land use, capital improvements, and design guidelines. A Comprehensive Transportation Plan for Yancey County and the Town of Burnsville is currently being developed with the help of the NCDOT. The NCDOT has procured right-of-way and has plans to widen US 19-E through Yancey County.

The County and Town drafted the *Yancey County and Town of Burnsville Land Development Plans* in September of 2001. Appendix B of the Land Use Plan addresses some of the long-term pedestrian issues in Burnsville, especially the crossing of US 19-E (Appendix E). The appendix notes the desire to conduct a Town Square Roundabout Study, install additional signage to direct tourists and others to more local destinations, construct a pedestrian overpass across US 19-E at its intersection with South Main Street and Reservoir Road, convert abandoned railroad beds into greenways throughout the county, and look into identifying deficiencies in the Town's sidewalk system and correcting them. Most of these projects are discussed and recommended in this document. Deficiencies in the system have been identified for the time being, but these will need to be updated by Town Staff on a regular basis. Burnsville does not have a Capital Improvement Plan for pedestrian walkways, and no specific amount of money is set aside annually. Recommendations are made in Section 9.

Burnsville uses the NCDOT street design guidelines as their own. Standards and design guidelines for pedestrian facilities are given in the American Association of State Highway and Transportation Officials' (AASHTO's) *Guide for the Planning, Design, and Operation of Pedestrian Facilities*, completed and released in July of 2004. The NCDOT Office of Bicycle and Pedestrian Transportation¹ also released a document in February of 1997 called *Planning and Designing Local Pedestrian Facilities*. ADA compliance is required, and a minimum 4' horizontal clearance on walkways is preferred for wheelchair accessibility.

• Programs and Initiatives Currently Underway or Planned

The widening of US 19-E (R-2519) is the only project within the Burnsville Town Limits listed in the 2006-2012 TIP. The date construction will begin on this project has yet to be determined, but the project should include pedestrian signals and crosswalks at each

¹ The NCDOT Office of Bicycle and Pedestrian Transportation is now the NCDOT Division of Bicycle and Pedestrian Transportation. The name change occurred in 1997.

traffic signal. The existing plans, dated March 30, 2005, show sidewalks running along the north and south of US 19-E from east of the intersections of Westside Road and West Burnsville Church Road with US 19-E to east of the intersection of US 19-E and Burnsville School Road. These sidewalks should be constructed incidental to this project.

In the spring of 2004, Town Police made a special, publicized effort to slow drivers down throughout the town, shortly after one of the fatal pedestrian crashes mentioned in Section 2. Town employees spent weeks before repainting the crosswalks around the Square. Healthy Yancey is an active organization consisting of volunteer citizens, agencies, health advisory groups, and service providers who want to promote good health throughout the community. Meetings are held twice annually for interested participants, including a Healthy Yancey Breakfast meeting complete with a buffet of healthy breakfast options. Three (3) “action teams” within the organization are devoted to specific causes. The Senior Action Team works with the Mountain Area Health Education Center (MAHEC) to address health needs of the elderly, the Health Education Team provides health information to improve community and school nutrition, and the Lifestyle Improvement Team is working to build walking paths and biking trails.

• **Policies and Institutional Framework**

The Town of Burnsville currently has no framework in place regarding interagency or public / private partnerships, development guidelines, or mainstreaming of pedestrian considerations. No committees or members of the staff have been assigned to a specific role of pedestrian advocacy, but the Public Works Department is responsible for the installation and maintenance of sidewalks and other pedestrian facilities. Funding sources are varied and levels sporadic. Local ordinances related to pedestrians are covered in Chapter 7 of the Burnsville Code of Ordinances and include information about sidewalk obstructions, driveway crossings, street events, damages, and penalties. For example, Section 7-1(b)(1) of the ordinances states that ‘partial obstruction of a public sidewalk for a sidewalk sale is permissible in accordance with a permit issued by the administrator upon a finding that the sale will not extend for more than three consecutive days.’ According to Section 7-2, property owners are responsible for keeping vegetation and structures from encroaching on sidewalks or streets adjoining their property. See Appendix F for a complete copy of the Burnsville Code of Ordinances – Chapter 7.

SECTION 4: DEVELOP PEDESTRIAN SYSTEM PLAN

• System Overview

Burnsville is in a rural area of the mountains. Many of the areas in and surrounding town are quite steep. In some locations, it may be difficult to create facilities that can be used by everyone, but all possible measures will be taken. With its rural setting, facilities will not likely reach far beyond Burnsville. Burnsville does not have an extra-territorial jurisdiction (ETJ), so the Town can only plan within the Town Limits. Other agencies may need to be convinced of the benefit of providing sidewalks or other pedestrian facilities beyond that area.

The current pedestrian system is minimal, with only a few streets having any sidewalks at all, and only the Town Square having a complete sidewalk with crosswalks. In the future, it is hoped and planned through this document that the pedestrian network be more widespread and reach beyond Downtown. US 19-E has acted as a barrier to safe pedestrian travel, but the proposed widening project presents an opportunity to improve the situation.

• Corridor Identification

Some of the most widely used corridors in Burnsville include US 19-E, North Main Street, South Main Street, East Main Street, West Main Street, and Pensacola Road (NC 197). Sidewalks along these roadways would provide the central network for the planned system. Residential areas and business areas should be interconnected to allow for ease of travel by those who do not travel by automobile. The bulk of prospective pedestrians live north of US 19-E, but there are enough people who walk along Pensacola Road to make a facility there feasible, as there is a nursing facility and low-income housing area in town on NC 197. Many of the desired destinations are located just south of US 19-E. A larger detailed map is included in Section 8.



Fig. 4-1: A miniature version of the map provided in Section 8 of this document.

• Identify Opportunities

The Town of Burnsville does not have a Planning Department, so no pedestrian projects are currently planned. The Town has control over the rights-of-way along Town Streets, and this is one location where pedestrian walkways can be developed. As a result of this report, future opportunities include new links in the existing sidewalk system, upgrades to the existing facilities including retrofits, and a scheduled maintenance program.

Some of the prospective new links in the existing system include a connection between East Main Street and Blue Ridge Lane along Pensacola Road to link the low-income

housing and nursing home to the existing sidewalk system, connecting the Parkway Playhouse to the Town Square and upgrading this portion of the existing system, and a new connection between West Main Street and US 19-E. Pedestrian crossings along US 19-E may be constructed incidental to the widening project planned by the NCDOT. ADA-compliant curb ramps should be installed on all new projects when crosswalks are developed and should be a retrofit project on existing sidewalks. Crosswalks around town could be upgraded with a fresh coat of paint or through the use of thermoplastic markings.

• Special Focus Areas



Fig. 4-2: New pedestrian crossing signals use pictures instead of words to convey their meaning.

and for socialization, as well. Youths may be inattentive towards traffic while walking to their destination, while the elderly may not be able to see, hear, or walk very well. Many people may be unaware of some traffic laws, and for their own safety, these laws should be displayed in a manner that everyone can understand. Universal design using ADA guidelines will make the system more user-friendly towards the younger and older population, in addition to being “handicap accessible”. To bridge the language gap sometimes present, signs that include picture messages, such as the walking man, yield sign, and flashing hand, should be used (Figures 4-2, 4-3).

Burnsville has a variety of target populations and unique opportunities to accommodate in creating this plan. The youth, Hispanic, and elderly populations in Burnsville have specialized needs beyond those of the general public and make up a large portion of Burnsville’s population. Youths walk to the local parks and the Hispanic population walks to shop, to pay bills, and for socialization. The elderly walk for their health



Fig. 4-3: These new NCDOT signs inform drivers of their duty to yield to pedestrians in crosswalks.



Fig. 4-4: The Parkway Playhouse, Kids Mountain, and the future Yancey County Library site are in close proximity to each other and would benefit from a sidewalk connecting them to the existing system. The Board of Education will also benefit from this extension.

Opportunities unique to Burnsville include drawing people to walk to the Parkway Playhouse and skate park at Ray-Cort Park. People come from all over to see performances at the Parkway Playhouse that may appreciate the chance to park and have dinner Downtown and walk to the playhouse (Fig. 4-4). The skate park generally brings in youths from around the area who either walk along the street or whose parents must transport them to the park. If parents who drove their children were able to park Downtown and know their children could safely walk to the park, they may linger at the shops in the area or run errands.

In the future, many of the same population trends are expected, and there may be more special opportunities in the area. The trend towards more people walking from place to place will also likely continue. Providing a safe network of pedestrian facilities will pay off in many ways over time, improving the health of the general population and reducing emissions from vehicles.

SECTION 5: FACILITY STANDARDS AND GUIDELINES

• General Pedestrian Planning and Design Guidelines

All kinds of people will use the pedestrian walkways, including people in strollers, in wheelchairs, and people with a limited range of motion. Facilities must be designed to accommodate all of these. Universal design using ADA guidelines will make the system usable by all. Burnsville uses State and Federal Guidelines as their own, such as ADA-compliance and guidelines set forth in the AASHTO *Guide for the Planning, Design, and Operation of Pedestrian Facilities*. NCDOT Design Standards² must be met for construction, and signage must meet warrants set forth in the Federal Highway Administration's (FHWA's) *Manual on Uniform Traffic Control Devices* (MUTCD)³.

• Typical Cross-Sections and Pedestrian Design Considerations

Off-road multi-use pathways and greenway trails should be 10'-wide asphalt paths to accommodate all users (Figure 5-1). In some cases, to be determined by the Public Works Director, a gravel trail that has the same cross-section may be acceptable and serve as a base for a future asphalt trail. Sidewalks adjacent to a roadway should be at least a 5'-wide concrete sidewalk outside of Downtown. If the sidewalk is directly on the back of the curb, the minimum width should be increased to 6'. If a

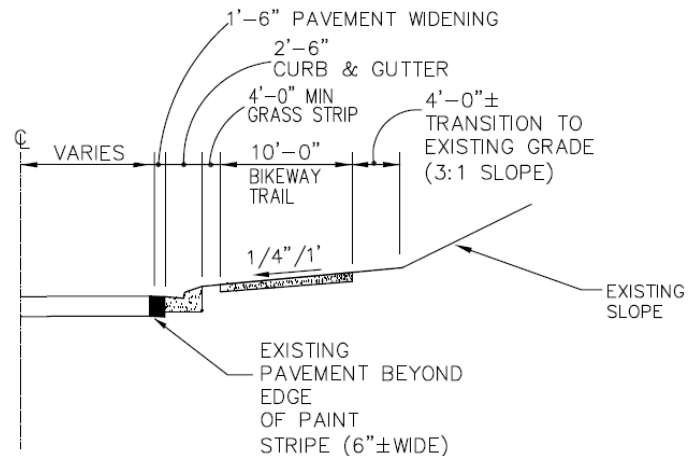


Fig. 5-1: Typical cross section of a bikeway/greenway trail within street right-of-way.

pedestrian walkway is constructed on a separate right-of-way, any of the above is acceptable. Other typical cross-sections are inserted into the folder in Section 8.

Intersections are quite dangerous, as they put pedestrians into the path of vehicles. The most dangerous intersections in town are along US 19-E. When the widening project along this stretch of road is constructed, measures must be taken to make the intersections as safe as possible, through the use of a combination of measures. Crosswalks should be painted and pedestrian signal heads installed in at least these locations to meet daily pedestrian demand: 1) South Main Street and Reservoir Road, 2) Pensacola Road (NC 197), 3) Westover Drive, and 4) East Main Street. Median refuges should be incorporated into the design to allow slower pedestrians the opportunity to cross one direction of traffic at a time safely (Figure 5-2). An overhead pedestrian crossing could also be constructed at South Main Street to connect the large shopping center south of the

² NCDOT's Design Standards can be found online at

http://www.ncdot.org/doh/construction/ps/std_draw/06english/default.html

³ The MUTCD is available in PDF and HTML format online at <http://mutcd.fhwa.dot.gov/kno-2003r1.htm>

highway to the Downtown and residential areas north of the highway and to facilitate higher volume pedestrian movements during festivals. An overhead pedestrian crossing was discussed in Appendix B of the “Yancey County and Town of Burnsville Land Development Plans” approved in 2001 (Appendix E).



Fig. 5-2: A median refuge on a 3-lane road. Median refuges may be landscaped, but should not obscure drivers' view of pedestrians.

Downtown intersections should also be improved. The crosswalks in the Downtown area are a hodgepodge of stamped and painted asphalt (Figure 5-3). It would make more sense to drivers if a theme were used in the Downtown area. The use of high-visibility painted crosswalks, as illustrated in Figures 5-4 and 5-5, may be less expensive to maintain and be more visible to drivers, but stamped asphalt has been a goal since the adoption of the previous transportation plan. Also, a roundabout study for the Town Square was suggested in Appendix B of the “Yancey County and Town of Burnsville Land Development Plans” (Appendix E). Having the Town Square operate more in the same manner as a roundabout, with traffic wanting to enter the Town Square yielding to traffic already in the Town Square, would give pedestrians wanting to cross the four Main Streets more safe opportunities to do so. With roundabouts making a comeback across the country, many visitors to Burnsville already expect the Square to operate that way. The Town Square causes confusion to anyone who has not driven around it before and creates unsafe movements for pedestrians to watch for at each intersection.

Fig.5-3: These are just three of the six different crosswalk styles found around the Town Square.

(L-R: Stamped asphalt and thermoplastic, painted, and stamped and painted asphalt)



Pedestrian signals need to be installed in locations where traffic signals and heavy pedestrian traffic are located. Installing both types of signals at the same time where feasible, such as during a road widening or new traffic signal installation, is preferable. Where a traffic signal exists without pedestrian signals, pedestrian signals should be installed as soon as possible. The use of mid-block crossings should be minimized, but where they are deemed beneficial, plenty of warning for drivers and pedestrians should be installed.



Fig. 5-4: Bulb-outs create a shorter crossing for the pedestrian and make them more visible to drivers around parked cars. This is a mid-block crossing utilizing a high-visibility crosswalk.



Fig. 5-5: Raised crosswalks can be used in conjunction with bulb-outs or at intersections to make pedestrians more visible and slow traffic down.

the Downtown areas where drivers need to slow down for pedestrians. Raised crosswalks can function as speed humps, but they also make pedestrians more visible to drivers (Figure 5-5). Raised crosswalks can eliminate the need for wheelchair accessible ramps in some locations, but the use of truncated domes in such locations is recommended.

Other steps can be taken to improve the quality of the pedestrian experience in Burnsville, especially through streetscape improvements. More benches outside of Downtown will allow pedestrians to stop and rest, encouraging them to travel farther without their cars. Lampposts around town will increase the feeling of security and will help make pedestrians more visible to drivers at night. Waste receptacles will help keep the pedestrian network clean and inviting. Landscaping, in conjunction with the abovementioned improvements, will help amplify the small town feeling of Burnsville.

• Sample Cost Estimates

The prices estimated in Figure 5-6 are provided only for reference, as costs of construction materials change quite frequently.

5'-wide Concrete Sidewalk, including curb & gutter, drainage	<u>*\$45 / LF</u>
10'-wide Asphalt Trail	<u>*\$110 / LF</u>
Handicap Accessible Curb Ramp:	<u>\$1000 / EA</u>
Crosswalk with Paint Striping:	<u>\$5 / LF</u>
Speed Hump / Imprinted Crosswalk:	<u>\$45 / SY</u>
Parking Bumper:	<u>\$100 / EA</u>
Grading:	<u>\$4 / CY</u>
Retaining Wall:	<u>\$125 / LF</u>
Wooden Fence:	<u>\$8 / LF</u>

Adjust Top of Existing Utility Manhole (Water, Sewer, etc.):	<u>\$500 / EA</u>
Pavement Repair:	<u>\$5 / SY</u>
Signs:	<u>\$500 / EA</u>

*Fig. 5-6: The items listed above are needed for many walkway projects. *See Section 9 for source of these estimates.*

SECTION 6: ANCILLARY FACILITIES AND PROGRAMS

• Overview

To enhance the expanding pedestrian network, other facilities and programs are needed. Mapping and signing projects, spot improvement programs, maintenance programs, traffic-calming initiatives, safety education programs, enforcement programs, and encouragement and promotion will lead to a system that is pleasant, safe, and easy to use.

• Mapping and Signing Projects

Mapping the existing facilities in Burnsville was the first step to determining what was present and where needs lie. Providing maps of the sidewalk system to tourists and residents alike may increase the odds that they walk from place to place. A Historic Walk could also be published in a map and provide self-guided tours of important historic areas in and around town. In some areas, “trail markers” with suitability ratings much like those used in the nearby National Forest may be helpful. If a certain path has a grade over 5%, wheelchair users may wish to select a different route, and may be able to if grades are shown on markers.

To ensure that drivers know how to interact with pedestrians, and to let them know that pedestrians should be expected, “Yield to Pedestrians” signs should be hung (Figures 6-1 and 6-2). An overhead model could be hung above US 19-E and Main Street, and signs should be placed on the shoulders near crosswalks. The new signs designed by the NCDOT feature a fluorescent yellow-green header that says “STATE LAW” and includes the walking man symbol (Figure 6-2).



Fig. 6-1: The standard “Yield to Pedestrians” sign.

Fig. 6-2: This overhead “Yield to Pedestrians” sign could be hung near the Town Limits over major thoroughfares, such as US 19-E and West Main Street.



• Spot Improvement Programs

Many improvements can be done one ‘spot’, or particular location, at a time. Currently, the Town does a number of its spot improvements when residents call and voice complaints. When feasible, spot improvements should be scheduled in advance to allow for budgeting, scheduling, personnel, and maintenance of the existing system. Surface improvements can be done in areas where sidewalks currently exist and are in poor shape to ensure that sidewalks do not present tripping hazards to pedestrians and do not jar stroller or wheelchair users. Pedestrian signals should be installed at signalized intersections throughout town. ADA-compliant curb cuts must be provided where they are needed, and existing curb cuts should be retrofitted to include truncated domes. It should be ensured that crosswalks are visible to drivers and that the paint has not worn away. There should be no obstructions to the driver’s view of a pedestrian waiting to cross at an intersection. Special attention should be given to trimming back vegetation or

relocating other objects that may obstruct the sight of drivers and pedestrians of each other. Another project that may be overlooked when thinking about pedestrians is the provision of bicycle racks throughout town. Once a rider gets off of their bicycle, they become a pedestrian and require the same consideration. Signs stating “Yield to Pedestrians in Crosswalk” could be installed at busy crosswalks. Flexible delineators already owned by the Town could also be placed at the edges of these busy crosswalks, along the painted yellow line in the middle of the street.

• Maintenance Programs

Existing facilities need to be maintained in order to maximize their service life. All walking surfaces need to be kept clear and free of debris and ice. Ordinances currently in place require adjacent property owners to keep the sidewalks clean but are not enforced. Code enforcement is necessary. When cracking occurs in a concrete or asphalt surface, those cracks should be filled to prevent a tripping hazard. In the same sense, if a brick surface begins to buckle and bulge, the surface needs to be repaired. Crosswalks need to be checked regularly for visibility by drivers and repainted when the need arises. Regular inspections of the sidewalk system will allow for maintenance to be scheduled. A scheduled maintenance program for the existing and future pedestrian network would make it easier to budget for repairs and plan to include these duties in the Public Works Crew’s monthly workload.

Within the next five (5) to 10 years, an “Adopt-a-Street” program could be implemented, much like NCDOT’s “Adopt-a-Highway”, in which volunteer groups adopt a roadway to keep free of litter. The “Adopt-a-Street” program could have volunteers remove litter from the edges of the roadway and sweep the sidewalk. This could also be done by creating a volunteer workday a few times a year calling residents to help “Beautify Burnsville”. Residents could meet in the Town Square and be given tasks to help keep the town clean and beautiful.

• Traffic Calming Initiatives

Many prospective pedestrians are concerned about traffic and traffic-related safety issues. One of the primary issues is traffic speed. Traffic calming measures, such as speed humps, raised crosswalks, and bulb-outs, work to reduce the speeds of vehicles driving through an area. These measures can be used Downtown and in residential areas, but they are not suitable for use on US 19-E. US 19-E will require the installation of traffic signals with pedestrian signal heads.

The Downtown area should be enhanced with pedestrian friendly traffic calming measures, encouraging even more people to enjoy Burnsville on foot. Bulb-outs and raised crosswalks can be used together to slow traffic down and to make pedestrians more visible to drivers. Bulb-outs are curb extensions usually located at the end of blocks and at mid-block crossings where on-street parking is allowed (Figure 6-3). Raised crosswalks could be

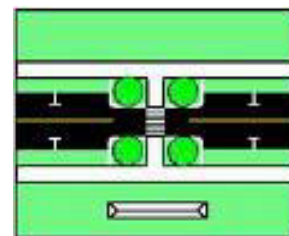


Fig. 6-3: Schematic of a bulb-out with parallel parking and a crosswalk.

constructed at the same level as the bulb-outs to meet ADA-compliance and serve as an extra warning to drivers that pedestrians are present, or crosswalks can be delineated on the street surface and ramps can be provided through the bulb-out. Bulb-outs can also be landscaped, but care must be taken not to obscure the view of the pedestrian.

• **Safety Education Programs**

Safety education helps to reduce the risk of injury to or death of the pedestrian. Learning to be a safe pedestrian is a life-long process, and for many began with someone telling them to “look both ways before crossing the street”. School-based safety programs could be especially effective for reaching elementary and middle school aged pedestrians, but as there are no schools within the Town Limits, the County Sheriff’s Department holds the lead responsibility rather than Burnsville Police. Many schools have an “Officer Friendly” program for children in kindergarten through second or third grade and the Drug Abuse Resistance Education (D.A.R.E.) program for fifth graders. “Officer Friendly” could, and may already, educate the youngest students about pedestrian safety. Children in this age group are also particularly likely to impact family members by sharing the information they learn at school. A special program similar to D.A.R.E. but focusing on pedestrian safety could be implemented for fourth graders and/or middle school students. A Health and Safety Fair or Carnival could be held for a variety of ages and could have different booths with information catering to specific age groups. Interaction with pedestrians could also be emphasized to student drivers in their driver’s education program.

While the pedestrian network in Burnsville is growing, residents may need to be informed or reminded of pedestrian-related laws. A handbook has been created by the NCDOT Division of Bicycle and Pedestrian Transportation addressing these laws. It is called *A Guide to North Carolina Bicycle and Pedestrian Laws: Guidebook on General Statutes, Ordinances, and Resources*, and is available through the NCDOT. Copies may also need to be made available through the Police Department and the Department of Motor Vehicles, if they are not already. Informative flyers could be hung in neighborhood gathering spaces, in the language of the residents who live there, or in locations such as the health department, in English and Spanish. Spanish versions of any materials could also be made available at the Centro de Enlace.

• **Enforcement Programs**

Along with education programs, enforcement of existing traffic laws enhances the relationship between pedestrians and drivers. Burnsville Police currently have no enforcement program. Enforcement is practiced as needed. It is especially important in the Downtown area to enforce the “yield to pedestrians within crosswalk” law, where pedestrians should feel safest. The Health and Safety Fair/Carnival mentioned above would also be a great way to reach out to the community and inform them of upcoming enforcement programs.

- **Encouragement and Promotion**

Some people need encouragement to get them walking. Healthy Yancey could raise people's awareness of the health benefits of walking to do errands. Centro de Enlace already emphasizes the benefit of socialization from walking to its clients. To raise awareness on a large scale and encourage walking around town, a special day or week could be declared in conjunction with National Walk to School Day. There could also be programs like a raffle drawn from the names of people "caught walking" around town to provide extra incentive to walk from place to place.

SECTION 7: PROJECT DEVELOPMENT

• Overview

In order to implement this plan, potential projects and preferred treatments must be identified, projects must be prioritized, funding sources must be sought, and supporting policies and guidelines must be identified. Evaluation and monitoring processes also need to be in place to ensure that projects and programs are being implemented properly.

• Identify Potential Projects and Preferred Treatments

On-road construction projects include those that are located within the right-of-way of a road. These can include sidewalks and multi-use pathways, though multi-use pathways are sometimes constructed on separate rights-of-way. AASHTO guidelines currently recommend that a 3' clear space be granted in order for wheelchairs to safely maneuver, but in the near future are likely to recommend 4', so a 4' minimum width is suggested for sidewalks. A 5' minimum width is preferred, and should be used in conjunction with a minimum 2'-wide (preferably 3'-wide) landscape buffer. This allows two people to pass each other or walk alongside one another while feeling like they are a safe distance from traffic. It also keeps pedestrians from walking in the street. If a sidewalk is constructed directly on the back of curb, a 6' minimum width is preferred, as pedestrians will shy away from roadway traffic. Bike lanes and wide curb lanes provide a buffer between the travel lane and pedestrians, but are unsafe for direct use by pedestrians. Wide paved shoulders on rural roads are also not a substitute for pedestrian facilities.

Intersections between pedestrian facilities and streets should consist of at least a 6'-wide crosswalk (10'-wide on US 19-E) of stamped asphalt or DOT-approved high-visibility paint markings, but consistency throughout town is key. At least six (6) different types of crosswalk treatments are used around the Town Square, and this variation leads to the confusion of drivers and pedestrians (Figure 5-1). The type of crosswalk seen in Figure 7-1 is barely visible to the driver of a vehicle. Appendix B of the "Yancey County and Town of Burnsville Land Development Plans" (Appendix E) shows that "the use of decorative pavement at intersections", such as stamped asphalt, has been a locally identified goal since 2001 or earlier.

Each end of every crosswalk should come to an ADA-compliant curb ramp, complete with truncated domes (Figure 7-1). Bridges and culverts need to be wide enough for vehicles and pedestrians to cross without danger of collision or a separate pedestrian bridge should be provided. Existing facilities should be checked for any broken sections or upheaved bricks and such areas should be repaired to extend their service life. Vegetation growing too near existing walkways should be trimmed and debris



Fig. 7-1: This ADA-compliant curb ramp is at the West Main Street intersection of the Square.

should be removed. Example cost estimates for many of these features are shown in Section 5.

Off-road construction projects are built on separate rights-of-way from roads. These require the acquisition of easements from property owners, but allow for more diverse pathways to connect areas and can typically be used by pedestrians and bicyclists. A 10'-wide asphalt trail is preferred and is required if NCDOT funding is used, but a 6'-8' wide mulch or gravel path may also be acceptable if the location is in a very natural setting. Using gravel lays the groundwork for a future asphalt trail. Bollards are often a necessity on asphalt trails to prevent their use by unauthorized motorized vehicles while granting access to emergency and maintenance vehicles. Trails and paths can be used to connect neighborhoods that are not directly connected by roads, encouraging pedestrian interaction. An example cost estimate for an off-road facility linking two (2) residential streets is shown in Section 5 (Figure 5-4).

Other projects can be undertaken in conjunction with the abovementioned improvements. Maps of the pedestrian network could be made available online and at the visitor's center. Signage could be installed to help people know where they are and how to get where they would like to be. Flyers and public service announcements in the newspaper, on the radio, and on websites could be used to educate the population about pedestrian safety. Enforcement efforts should be publicized and actualized. People should be encouraged to park their cars in one central location and walk to do their errands in the Downtown area. Existing curb ramps should be retrofitted with truncated domes, crosswalks need repainting, and landscaping could be trimmed.

• **Prioritize Projects**

The project that is in the forefront of everyone in Burnsville's minds is the widening of US 19-E. All of the shopping centers in Burnsville are south of this thoroughfare, while the bulk of the Town's residents live to the north. Many people who do not have a vehicle or prefer to walk also live along US 19-E. They need a safer alternative for walking than they currently exercise. Many people walk along the shoulder of the existing roadway without the presence of sidewalks and crosswalks.

Noting that many people already walk along this road and will walk along this road whether there are sidewalks or not, it seems the best thing to do for community safety would be to provide sidewalks along each side of the roadway a safe distance from the travel lanes within the Town Limits. The current plans for this project do show sidewalks along each side of US 19-E through town. Crosswalks and pedestrian signal heads will need to be installed with the sidewalks to increase their functionality in connecting the town. As this will require changes to the signal timing in the area and would have an impact on where induction loops would need to be placed in the pavement, crossings and sidewalks should be installed at the same time as the road is widened. Median refuges can also be built into the road widening project, but would be difficult to retrofit. The sidewalks and crosswalks will be the Town's responsibility after construction.

Construction of many of the projects listed in the tables below (Figures 7-2, 7-3, and 7-4) will need to be coordinated with the widening project to avoid having to redo the work.

Sidewalk			Range	Length (LF)	*Cost
1	US 19-E ⁴	Town Limits to Town Limits	Short term	19,000	\$5.1 million
2	Pensacola Road (NC 197), East Main Street	East Main Street to Blue Ridge Lane	Short term	3,500	\$161,000
3	West Main Street ⁵	Extend existing to Town Limits	Short term	1,350	\$60,750
4	School Circle	Around School Circle, to Parkway Playhouse	Short term	1,500	\$67,500
5	Mitchell Branch (N. Main Street)	Extend to Ray-Cort Park, Town Limits	Mid-range	1,000	\$45,000
6	East Main Street	Extend to US 19-E	Mid-range	2,250	\$101,250
7	Westover Drive	West Main Street to US 19-E	Mid-range	500	\$22,500
8	McIntosh Ave. & Bennett Street	Extents, with off-road connector	Mid-range	950 ⁶ 700 ⁶	\$118,650
Crosswalk			Range		
1	US 19-E & South Main Street / Reservoir Road		Short term		
2	US 19-E & Pensacola Road (NC 197)		Short term		
3	School Circle & Green Mountain Drive		Short term		
4	US 19-E & Westover Drive		Mid-range		
5	US 19-E & East Main Street		Mid-range		

Fig.7-2: The top eight priority pedestrian walkway projects in Burnsville are listed above. *Costs are approximate, based on the estimates listed in Figure 5-3.

The short term

Fig.7-3: Top five priority crosswalk projects in Burnsville. Crosswalks on US 19-E will be temporary or constructed with widening.

construction projects listed in Figure 7-2 above are all in areas where large volumes of pedestrians are already walking and construction should begin within the next five (5) years, if possible. They are also on three of the primary arterials in town – US 19-E, NC 197 (Pensacola Road), and West Main Street. The mid-range projects were chosen for various reasons and should begin in the next five (5) to 10 years.

Sidewalks are being proposed on both sides of US 19-E from the western Town Limits to the eastern Town Limits and are shown in this area and beyond as part of the widening

⁴ Interested citizens would like to see some sort of pedestrian facility extend to Mountain Heritage High School to the west and East Yancey Middle School to the east, but the scope of this Plan confines the project to within the Town Limits.

⁵ Interested citizens would like to see the sidewalk continue to US 19-E, but the scope of this Plan confines the project to within Town Limits.

⁶ 950 linear feet total of concrete sidewalk along one side of both McIntosh Avenue and Bennett Street and 700 linear feet of asphalt trail

project (TIP #R-2519). Sidewalks along US 19-E are the first priority for walkways in Burnsville, while the intersection of US 19-E and South Main Street / Reservoir Road is the top crossing priority. Intersection design and the possibility of constructing a pedestrian bridge across US 19-E have been discussed in this Pedestrian Plan and in the earlier Transportation Plan for Yancey County and the Town of Burnsville (Appendix E). Many people feel that a separate crossing would be safer for pedestrians due to the geometry of the intersection and the volume of turning vehicles. Sidewalks and crosswalks along US 19-E are estimated to cost approximately \$5.1 million. Pedestrian signal heads will likely add approximately \$50,000 to the project cost for a total estimated project cost of \$5.15 million.

A sidewalk along Pensacola Road (NC 197) is the second priority because of the presence of a nursing home, Alpha-Omega Health, and a vacant medical center building on Blue Ridge Lane and low-income and senior citizen low-income housing on Woodland Drive. This sidewalk will run along one side of Pensacola Road from Blue Ridge Lane to East Main Street and along one side of East Main Street, connecting to the existing sidewalk system. If deemed necessary at a later date, a sidewalk could also be installed on the other side of each of these streets. The intersection of Pensacola Road and US 19-E is also the second crosswalk priority. Ideally, all of the crosswalks along US 19-E will be constructed as a part of the DOT widening project. Sidewalks along one side of Pensacola Road and East Main Street toward the existing facilities are estimated to cost approximately \$161,000.

The third sidewalk priority in Burnsville is to continue the sidewalk on West Main Street along the north side of the road to the Town Limits. This will provide access to the French Broad Electric Corporation building and the Post Office. Sidewalk on the south side of the street could be lengthened in the future. A sidewalk along one side of West Main Street is estimated to cost approximately \$60,750.

A sidewalk extending from the existing facility along one side of North Main Street / Mitchell Branch Road to the Town Limits adjacent to Ray-Cort Park is the fourth priority. Ray-Cort Park is home to a pool, a skate park, basketball courts, picnic areas, and walking trails. Preschool classes can be seen walking to the pool in the summer and need a safe way to do so. Youths can be seen walking to the skate park after school, during the summer, and on weekends. This project may be eligible for Parks and Recreation Trust Fund (PARTF) money. A sidewalk extension along one side of North Main Street / Mitchell Branch Road is estimated to cost approximately \$67,500.

Sidewalks along the outer perimeter of School Circle and along Green Mountain Road in front of the Parkway Playhouse are the fifth priority in Burnsville. Sewer is located along the inner perimeter of School Circle and would be costly to replace. There is also a retaining wall along most of School Circle's inner perimeter. The proposed sidewalks will serve the Parkway Playhouse, Kid's Mountain, and the future Yancey County Library. The Yancey County Board of Education, on the outer perimeter of School Circle, already has a nice sidewalk segment that can be incorporated into this future construction. A segment of sidewalk is also proposed in front of the library on the inner

Sidewalk	Range
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perimeter of School Circle. The intersection of Green Mountain Drive and School Circle is the third crosswalk priority. Sidewalks along the outer perimeter of School Circle and along Green Mountain Drive in front of the Parkway Playhouse are estimated to cost approximately \$45,000.

The sixth priority is extending the sidewalk along one side of East Main Street to US 19-E. A second sidewalk could be constructed on the opposite side of the street in the future, if it is needed. A high-priority project that can be done independently of sidewalk construction is to install more lighting in the proximity of Holcombe Brothers Funeral Home, as two pedestrian fatalities have occurred in that location. A painted crosswalk has already been installed, as well as a flashing beacon that operates during funerals and visitations, warning drivers of the presence of pedestrians. The intersection of East Main Street and US 19-E is also the fifth crosswalk priority, though all of the crosswalks along US 19-E should be constructed as a part of the DOT widening project. A sidewalk extension along one side of East Main Street is estimated to cost approximately \$101,250.

The seventh priority is a sidewalk along one side of Westover Drive to connect West Main Street and US 19-E. The intersection of Westover Drive and US 19-E is also the fourth crosswalk priority, though all of the crosswalks along US 19-E should be constructed as a part of the DOT widening project. A sidewalk along one side of Westover Drive is estimated to cost approximately \$22,500.

A sidewalk along one side of McIntosh Avenue and Bennett Street with an off-road trail connecting the two is the eighth priority. This facility will complete a loop from the Town Square up North Main Street to Green Mountain Drive, around School Circle, down this connector to East Main Street and back to the Town Square. This is the path with the gentlest slope in the area and will create a link between the future library site and the east side of town. Sidewalks along one side of McIntosh Avenue and Bennett Street and an off-road trail to connect them are estimated to cost approximately \$118,650.

Long range improvements (Figure 7-4), which will probably not begin in the next 10 years, were chosen because of their apparent potential to serve large numbers of people. If funding and labor become available for some of these projects within the next 10 years, they should commence. Mid-range and long range improvements are along collector and residential streets. The crosswalks listed in Figure 7-3 are high priorities, but the proposed crosswalks on US 19-E require the installation of traffic signals if none are present. The proposed crosswalk at School Circle and Green Mountain Drive may only require a flashing beacon before, during, and after performances at the Parkway Playhouse. Ancillary facilities should be installed at the same time as the projects they are related to, when possible.

Academy Street	West Main Street to Glendale Avenue	Long range
Azalea Lane	North Main Street to Summit Street	Long range
Bowditch Street	South Main Street to BiLo	Long range
Celo Street	Long View Road to East Main Street	Long range
Cooper Street	West Main Street to US 19-E	Long range
Court Street	Extend to West Boulevard	Long range
East Boulevard	South Main Street to end	Long range
Glendale Avenue	Academy Street to Swiss Avenue	Long range
Hillside Drive	West Main Street to US 19-E	Long range
Ivy Street	East Main Street to East Boulevard	Long range
Long View Road	School Circle to East Main Street	Long range
Ramsey Street	Bennett Street to Long View Road	Long range
Ray Street	West Main Street to West Boulevard	Long range
Robertson Street	West Glendale Avenue to West Main Street	Long range
South Main Street	East-West Boulevard to US 19-E	Long range
Swiss Avenue	Glendale Avenue to West Main Street	Long range
West Boulevard	Cooper Street to South Main Street	Long range
West Glendale Avenue	Clear View Lane to Robertson Street	Long range
*	Byrd Street to Robertson Street	Long range
*	Mount View Drive to Reservoir Road	Long range
*	Sunrise Lane to Wildberry Lane	Long range

In addition to the improvement projects listed above, spot improvements can be done

*Fig.7-4: The projects above are listed in alphabetical order, not order of prioritization. These projects should be completed when funds become available. *These projects are off-road connectors.*

immediately. Some examples include curb ramps on existing sidewalks; repainting existing crosswalks around the Square, in front of Yancey Theatre, and near the Parkway Playhouse or installing them where missing in these same locations; and doing repairs on or reconstructing segments of existing sidewalk. Most of the projects mentioned in this section will be the responsibility of the Town of Burnsville's Public Works Department, but some projects will also require participation from the NCDOT and Yancey County's Public Works Department.

• Review Funding Opportunities

There are many possible funding sources that the Town of Burnsville could pursue to get pedestrian facilities planned and constructed, through local, state, and federal agencies and through public and private initiatives. Some of those sources and their possible applications are listed below.

Local Funding

- Many municipalities have a line item for sidewalk construction and other pedestrian-related improvements, including maintenance and upgrades. The Town of Burnsville does not have such items listed in their annual budget. Planning ahead through budgeting would serve the community well.
- Bond referenda have been widely used to allow the voting public to determine the perceived importance of constructing new municipal transportation facilities. An increased tax could be levied to raise funds for walkway construction if a bond referendum suggesting such was passed.

State Funding

- The NCDOT updates the State's TIP list regularly to remove projects that have been completed and add projects to be begun in the following six years. The TIP is a prioritized list of transportation construction projects to be undertaken by the NCDOT throughout the state. Federal Aid and State Highway Trust Fund money pays for the projects. The Division of Bicycle and Pedestrian Transportation looks at proposed TIP lists from Metropolitan and Rural Planning Organizations (MPOs and RPOs) and individual project requests and assesses internally which pedestrian projects should be considered for inclusion in the State TIP.
- The NCDOT Enhancement Unit has programs available to provide funding for pedestrian and bicycle safety and education activities and construction projects⁷. Safety funds may be used to pay for the cost of facilitators and classes in safety training, related training materials (videotapes, brochures, etc.), or signage. Construction funds can be used to build facilities that meet NCDOT design criteria and serve as primarily transportation-oriented. Projects are called for every other year. The next call for projects will take place in 2008.
- Independent or incidental pedestrian facility construction projects may be eligible for State Roadway Construction Funds. Incidental projects are usually funded through a combination of federal and state funds. Independent projects may be funded as a portion of \$6 million set aside for such projects annually. Hazard elimination projects are the focus of \$100,000 set aside for each NCDOT Highway Division.
- Powell Bill funds are allocated to municipalities based on the cumulative length of streets under their jurisdiction within their corporate limits⁸. These funds may be used for a number of pedestrian-related tasks, including acquisition of right-of-

⁷ Information about NCDOT Enhancement Unit funds can be found online at

<http://www.ncdot.org/financial/fiscal/Enhancement/>

⁸ Additional information about appropriate Powell Bill expenditures can be found online at

http://www.ncdot.org/financial/fiscal/ExtAuditBranch/Powell_Bill/expendguid.html

way; the construction of curb and gutter with curb cuts for accessibility; sidewalk construction, repair, and maintenance; and the purchase, maintenance, and/or application of traffic control devices including signs, paint, computerized traffic signal systems, and speed bumps. To ensure that a specific expenditure is Powell Bill eligible, consult with the NCDOT Powell Bill Program.

- The Governor's Highway Safety Program (GHSP) provides 'seed money' for starting various pedestrian safety initiatives, including the costs of educational materials and programs. The amount of funds allocated to the GHSP fluctuates annually based on the specific amounts requested for projects.
- The North Carolina Parks and Recreation Trust Fund (PARTF) provides dollar-for-dollar matching grants to local governments for the purchase of land or development of recreational projects for the public. Greenway path systems are an acceptable project.
- Through the North Carolina Trails Program, \$108,000 in Adopt-A-Trail Grant money is awarded annually to government agencies. These funds can be used to build, renovate, maintain, sign, or map and create brochures for pedestrian trails.
- Safe Routes to School (SRTS) money can be used to construct pedestrian facilities within two (2) miles of primary, elementary, or middle schools, or to create and implement safety programs for the same age groups. As Burnsville Elementary School and East Yancey Middle School are outside of Burnsville Town Limits, the Town and County will have to work together to construct these facilities, but safety and encouragement programs could be sought out and begun now.
- The North Carolina Conservation Tax Credit is available to landowners who donate property for conservation, whether by easement or by sale. This program allows for the protection of water supply watersheds, storm water management, retention of working farms and forests and is a help in gathering land for greenway trails.

Federal Funding

- Surface Transportation Program (STP) funds can be used to construct pedestrian facilities, create maps and brochures, or create public service announcements (PSAs) promoting pedestrian safety. These funds can also be used to retrofit existing sidewalks to be ADA-compliant.
- At least 10% of each state's STP funds must be used for Transportation Enhancement Activities (TEAs) annually. TEAs include the construction of pedestrian facilities and the implementation of safety and education activities and programs.

- Hazard Elimination and Railroad-Highway Crossing Programs make up another 10% of the STP funds. Publicly-owned pedestrian and bicycle paths created to address pedestrian and bicycle safety can be funded under this program.
- The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) has established the Highway Safety Improvement Program (HSIP), allowing states to target their most significant safety needs. States are required to develop and implement a highway safety plan and submit annual reports describing their top five percent (5%) of hazardous locations and progress in highway safety improvement project implementation and effectiveness in reducing injuries / fatalities. Some of the money is set aside specifically to meet needs on high-risk rural roads.
- The Recreational Trails Program has been set up so that 30% of the funds are used for motorized trail projects, 30% for non-motorized trails, and the remainder can be spent on either. Funds may be used to purchase construction equipment, maintenance equipment, or real estate, or pay for educational programs, administration, and assessment of trail conditions.
- Land and Water Conservation Fund (LWCF) grants make it possible for communities to bring parks and recreation to the neighborhoods in the form of greenways and paths. Projects funded by LWCF grants are to be used in perpetuity for recreation.
- Through the Community Development Block Grant (CDBG) program, the US Department of Housing and Urban Development (HUD) offers funding, especially in low to moderate-income areas, to communities to revitalize their neighborhoods and improve community facilities and economic development. These funds can be used for the construction of sidewalks and trails.
- Job Access and Reverse Commute Grants can be used to help fund the construction of pedestrian facilities connecting areas of employment and low-income residential developments.
- The U.S. Department of Agriculture (USDA) provides loans and grants for community facilities through their Rural Development's Rural Housing Service. Sidewalk projects and street improvements have been funded in the past.
- The Rural Community Assistance Program has been used to help rural communities increase tourism and provide connections between communities and National Forests through enhanced transportation infrastructure.
- The U.S. Department of Transportation (USDOT) created the Rural Transportation Initiative to give rural areas and small communities similar opportunities for mobility, economic, and social benefits as are granted to larger, more urban areas by other USDOT programs. One of the desired outcomes of

this initiative is to increase the availability of non-motorized transportation options for tourism and for residents who cannot or choose not to drive.

- Through its Agricultural Stabilization and Conservation Service, the USDA provides farm owners and operators who place highly erodible and environmentally sensitive lands into 10-15 year conservation contracts annual payments. In return, the recipient implements a conservation plan to convert the land to a less intensive use, such as a greenway.
- Economic Development Grants for Public Works and Development Facilities are administered through the U.S. Department of Commerce Economic Development Administration (EDA). Grants for public works projects, such as trail and greenway facilities, are available to states, counties, and cities designated as redevelopment areas by the EDA.

Public and Private Initiatives

- Private-sector funding includes contributions by businesses and corporations and can make the difference in a conceptual pedestrian facility and that facility being realized. Contributions may include monetary donations or discounts on materials.
- A local Greenway or Trails Association could be placed in charge of a Greenway Trust Fund used to pool money from various fundraising efforts. The Trust Fund would be available to purchase tracts of land and rights-of-way that could not otherwise be attained, or could be used to pay for the construction and maintenance of trails.
- The Adopt-A-Trail program provides small grants to fund construction, maintenance, or mapping of facilities, or to purchase items for amenities such as bike parking and picnic areas.
- Creative fundraisers can provide money for many projects, and may allow greenway sponsors to purchase pedestrian amenities such as benches, waste receptacles, and lighting. A “Buy-a-Foot” program allows people to pay for one foot of greenway or sidewalk construction.
- Volunteers can help keep the pedestrian network looking its best by removing debris and planting flowers, shrubs, or trees. Skilled volunteers may also be able to aid in some construction projects.
- The Conservation Fund’s Kodak American Greenways Awards grant is a small grant available to nonprofit organizations for planning of facilities, building short bridges, mapping, or developing brochures for greenways.

- The Annie E. Casey Foundation is dedicated to removing barriers that isolate communities from the services they need. Grants could be used for connecting the lower income residential areas in Burnsville to the businesses they need to access by constructing sidewalks and trails.
- The W.K. Kellogg Foundation distributes grants in four areas: health, food systems and rural development, youth and education, and philanthropy and volunteerism. A thorough pedestrian network will promote healthy economic and social opportunities for rural Burnsville.

• **Identify Special Funding Opportunities for High Priority Projects**

Sidewalks along US 19-E are of the highest priority to Burnsville residents, and they are included in the recent plans drafted for the NCDOT. If these sidewalks are indeed constructed incidental to the US 19-E widening, 80% of the cost may be covered by TIP funds. Other funds may be needed, as the remaining 20% of the cost to be covered by the Town is quite a bit – 20% of the \$1.15 million mentioned on page 26 of this document is \$230,000. These funds may be sought from a variety of sources, such as the Job Access and Reverse Commute Grants, USDOT Rural Transportation Initiative, State Roadway Construction Funds, or even through a local Bond Referendum.

To cover the cost of expanding the pedestrian accessible network, as many sources as possible should be tapped. Some of the funding sources listed above are set aside specifically for safety programs and materials or mapping and signing projects, and these funds should also be looked into to provide ancillary programs and facilities. Public/private partnerships may also be formed and utilized to get some portions of the network constructed or some programs started. For example, the Town may team up with the Parkway Playhouse to get sidewalks constructed in front of the venue.

• **Identify Supporting Policies/Guidelines**

Guidelines set forth by State and Federal Government Agencies dictate the geometry of and materials used to build walkways. Burnsville has no additional local guidelines. The newest State and Federal Guidelines say that, where possible, walkways should be available on both sides of each road, where feasible. They should be maintained in such a manner that they serve the purpose they were constructed to serve.

• **Develop Evaluation / Monitoring Process**

The best way to lengthen the life of the pedestrian network is to maintain it. Monitoring the system and evaluating its condition on an annual or seasonal basis will allow the Public Works Department to keep the sidewalks, crosswalks, and other walkways in peak condition. Sidewalks, crosswalks, curb ramps, and other walkways should be carefully examined at least once a year to check for cracks, buckling, worn paint, and other surface problems. Trimming of vegetation and cleaning of surfaces should happen several times

a year, with special attention being paid to leaf removal in the fall and snow and ice removal in the winter.

SECTION 8: MAPS AND ILLUSTRATIONS

• System Map

The map on the next page shows existing pedestrian facilities in pink and proposed facilities in yellow and green (Exhibit 8-1). Priority corridors for improvement are shown in yellow with their priority shown in a corresponding circle. Other proposed facilities are shown in green and could be constructed in the long range. Priority crosswalks are shown in red, and their priorities are shown in squares. All of these facilities are listed in the tables in Section 7 (Figures 7-2, 7-3, and 7-4).

• Proposed Projects

The four (4) highest priority walkway projects and four (4) of the top five (5) priority crosswalk projects are located on the primary thoroughfare corridors through Burnsville, namely US 19-E, NC 197, and East and West Main Street. Other proposed walkway corridors provide safe connections between areas that draw pedestrians, such as the Parkway Playhouse and business corridor of US 19-E. Proposed projects are listed in Section 7 of this document (Figures 7-2, 7-3, and 7-4). Typical cross-sections, as mentioned in Section 5, can be found in Exhibit 8-2.

• Project Priorities

Walkway construction projects that are located along primary thoroughfares are listed for completion in the short term, along with crosswalks to be built in areas where large numbers of pedestrians already try to cross. Other projects that many residents felt deserved high priority status are listed for completion in the mid-range term, or within five (5) to 10 years. Long range projects include those that were requested by fewer residents or that would make sense only after short term and mid-range projects were completed. Spot improvements are to be completed as budget and available workforce allow.

SECTION 9: RECOMMENDATIONS

• Project Descriptions

CONSTRUCTION

The eight (8) short term and mid-range construction projects mentioned in Section 7 comprise approximately 30,050 linear feet (about 5.7 miles) of sidewalks and approximately 700 linear feet of off-road pedestrian path. Figures 9-1 and 9-2 are example cost estimates of the proposed projects along Pensacola Road and McIntosh Avenue and Bennett Street.



1(↑) The US 19-E widening project should include sidewalks on both sides of the roadway, along with bike lanes. Four of the top five crossing improvement priorities are also located on this highway and should be implemented during the bulk of the construction. These improvements will connect the areas north of the highway with the stores and businesses south of the highway.



2(←) A sidewalk should be constructed along one side of Pensacola Road between Blue Ridge Lane, where a number of health services are located, and East Main Street. The sidewalk should continue along one side of East Main Street to connect this area to the existing pedestrian network. This will also connect the residents of the low-income housing areas to services in town.

3(→) The sidewalk north of West Main Street should be extended to the Town Limits. This will provide a connection from the existing pedestrian network to the Post Office and French Broad Electric Corporation.



4(↓) A sidewalk should be extended along one side of North Main Street / Mitchell Branch Road to the Town Limits, connecting the popular Ray-Cort Park to the existing pedestrian network.



5(→) A sidewalk should be constructed along the outer perimeter of School Circle and along Green Mountain Drive in front of the Parkway Playhouse. A crosswalk should also be constructed at the intersection of these two roads (Crosswalk Priority 3).



6(→) The sidewalk along one side of East Main Street should be extended to the sidewalk proposed along US 19-E.



7(→) A sidewalk along one side of Westover Drive will provide an additional connection between the sidewalk on West Main Street and the sidewalk proposed on US 19-E.



8(←) Sidewalks along one side of McIntosh Avenue and Bennett Street and a 10'-wide asphalt trail connecting the two will provide an additional connection to the Parkway Playhouse and the future library on School Circle. It will also complete a loop from the Town Square to School Circle and back.

These construction projects were prioritized by Burnsville residents in such a way as to extend the functionality of the existing network. If opportunities arise that would allow for the construction of lower ranked walkways, those opportunities should be taken as appropriate. A planting strip between the sidewalk and the street helps pedestrians feel more secure and should be incorporated into as many of these projects as possible.

No.	DESCRIPTION	QTY.	UNIT	UNIT PRICE	TOTAL
1	5'-0" wide Concrete Sidewalk, including stone base	1,950	SY	\$ 30	\$ 58,500
2	Painted Crosswalks, including signage	5	EA	\$ 2,000	\$ 10,000
3	Grading	1	LS	\$ 5,000	\$ 5,000
4	30" Concrete Curb & Gutter Along Road	3,500	LF	\$ 25	\$ 87,500
SUBTOTAL CONSTRUCTION COST					\$ 161,000

Fig. 9-1: Preliminary cost estimate for 3500 LF sidewalk along one side of Pensacola Road, from East Main Street to Blue Ridge Lane and along one side of East Main Street from Pensacola Road to the existing facility.

No.	DESCRIPTION	QTY.	UNIT	UNIT PRICE	TOTAL
1	5'-0" wide Concrete Sidewalk, including stone base	530	SY	\$ 30	\$ 15,900
2	10'-0" wide Asphalt Connector Path, including stone base	700	LF	\$ 20	\$ 14,000
3	Painted Crosswalk, including signage	2	EA	\$ 5,000	\$ 10,000
4	Grading	1	LS	\$ 15,000	\$ 15,000
5	18" Concrete Curb & Gutter Along Road	950	LF	\$ 25	\$ 23,750
6	18" Reinforced Concrete Pipe	1,000	LF	\$ 30	\$ 30,000
7	Catch Basin	5	EA	\$ 2,000	\$ 10,000
SUBTOTAL CONSTRUCTION COST					\$118,650

Fig. 9-2: Preliminary cost estimate for 950 LF sidewalk along one side of McIntosh Avenue and Bennett Street and 700 LF of asphalt connector path to join the two streets.

SAFETY AND ENFORCEMENT

Lighting should be installed in areas that need it, including the roadway area around Holcombe Brothers Funeral Home, where multiple pedestrian fatalities have occurred. Flexible delineators could also be used to bring attention to mid-block crossings and those within the Town Square. Safety will need to be emphasized through education, as mentioned in Section 6. *A Guide to North Carolina Bicycle and Pedestrian Laws: Guidebook on General Statutes, Ordinances, and Resources* is available for free through the NCDOT Division of Bicycle and Pedestrian Transportation. Informative flyers could be distributed to the various groups in town. Drivers, pedestrians, and business owners have responsibilities toward each other. Drivers and pedestrians need to know how to interact with one another on the roadways. Business owners should have respect for pedestrians and their need for a safe, obstruction-free walking path. Law enforcement in each of these situations will be beneficial. Enforcement of the Code of Ordinances is also crucial.

ENCOURAGEMENT

Some prospective pedestrians will need encouragement to get them started. Town-wide events that get people to walk from one side of town to the other will introduce them to the expanded pedestrian network. Another option for providing people with extra incentive to walk from place to place would be a raffle drawn from the names of people “caught walking” around town. Community awareness of pedestrian issues and needs can be raised using public service announcements on the radio, in the newspaper, or on various websites. Healthy Yancey could also be very effective at getting residents walking around town for their health.

• Pedestrian Friendly Policy Recommendations

When new development or redevelopment takes place on a roadway where pedestrian facilities have been recommended, the developer should be required to construct that walkway in accordance to the Plan and State and Federal guidelines. Development or redevelopment elsewhere in the town should incur a fee-in-lieu, at the cost of installation of the Town’s choice of walkway along another section of roadway where facilities are recommended the same length as the property’s road frontage. Currently, no such ordinance exists. The following ordinance changes are recommended:

- Sidewalks should be required on all roadways heavily traveled by vehicles and pedestrians, including those shown on the plan, where feasible. If no sidewalk is planned in the area, a fee-in-lieu or an easement should be collected. As new development and redevelopment moves into the area, developers would be compelled to construct sidewalk sections, saving the city money when the decision is made to construct a major pedestrian facility. Code enforcement is crucial.

- In locations where sidewalks exist, property owners should be required to keep the sidewalk free and clear of trash, leaves, debris, dirt, ice, and snow so that it is usable by all. To inform property owners of this or any new ordinance, mass-mailings, flyers, or radio and/or newspaper PSAs could be dispersed.

Policy changes or enforcement of existing policies are needed to see this plan carried out. A fee-in-lieu as mentioned above is one source of possible funding, and funding should be sought from all possible sources – grants, private sources, and through advance budget planning – to ease the burden on the Town Budget. The existing pedestrian ordinances need to be enforced, especially those relating to the blockage of passageways and cleanup.

• **Funding Recommendations**

Currently, the Town of Burnsville has no annual budget for pedestrian facilities. When the sidewalks around the Town Square and on Main Street were replaced and repaved with brick and printed asphalt, the project had not been planned when the Town Budget was formed and cost approximately \$300,000. It is recommended that a separate line item be included in the Town's annual budget to cover the cost of pedestrian projects. This will eliminate any issues with funding for such projects being depleted before construction begins. Also, planning and budgeting for projects ahead of time will allow the Town to apply for grants and other funding sources.

By averaging the Town's costs associated with the top eight sidewalk construction projects, it was determined that at least \$200,000 should be budgeted for new sidewalk construction each year.⁹ This does not include the costs associated with existing facility repair. Every possible funding source should be looked into to get pedestrian facilities constructed and maintained.

• **Staffing / Committee Recommendations**

In order to make sure that the pedestrian is remembered in future projects and planning, a member of the Town Staff needs to be appointed as the pedestrian advocate. Their only additional task would be to look at plans submitted to the Town and comment on pedestrian access and pedestrian friendliness. If no one on staff is able to perform this task, the PSC for this Plan, or one of its members, may be able to do the same thing.

⁹ [(20% of the cost for sidewalks and crosswalks along US 19-E) + (100% of costs for the other seven projects)] / (8 total projects) = estimated sidewalk construction budget need

SECTION 10: IMPLEMENTING THE PLAN

• Plan Approval / Adoption Process

Burnsville applied for and received NCDOT Bicycle and Pedestrian Planning Grant Funds during the 2004 funding cycle. The PSC met for the first time in March of 2006 and set a deadline of October 31, 2006 for the Comprehensive Pedestrian Plan document to be transmitted to the NCDOT and the Burnsville Town Council. This document will provide the groundwork for future pedestrian projects in the Town of Burnsville.

Before this Plan can be implemented, it must be adopted by the Burnsville Town Council and the NCDOT. It must first be recommended to the Town Council by the PSC, and at the time this draft was completed, this was expected to take place before the end of the year (2006). Burnsville Town Council meets on the first Thursday of the month at 6pm. Paperwork should be turned in to the Board at least three (3) days in advance to give them some time to look over it. A copy of the final draft of the Plan was expected to be sent to NCDOT with a copy of the Town Council approval. A copy of the approved Plan will be sent to the NCDOT and the High Country RPO in early 2007.

• Project Planning / Implementation Process

High-priority construction projects need to be included in the Town's Budget, if only at the rate of one project each year. Other funding sources will need to be sought out to ensure that construction projects listed in this Plan are built in a timely manner. Ancillary projects and programs, like those mentioned in Section 6, can be put in place at the same time as the construction projects are underway. Policies recommended in this Plan should be reviewed and possibly implemented, but it is more important that existing policies, standards, and guidelines be enforced.

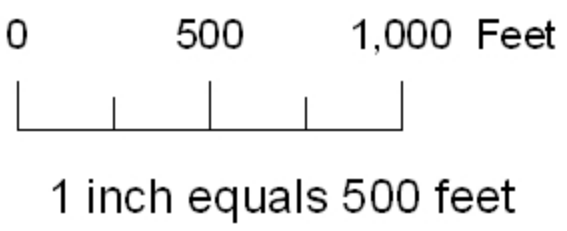
Construction projects that have been completed must be removed from the list in this Plan, and new projects will need to be added as needs in the area change. As time goes by, the population may shift, and the types of supplemental programs and projects that are required will change. An annual update by Town Staff and a committee update every five years will help keep the Pedestrian Plan current.

APPENDICES

APPENDIX A: NCDOT Pedestrian Policy Guidelines	A-1
APPENDIX B: Pedestrian-Related Traffic Incidents	B-1
APPENDIX C: Survey Results.....	C-1
APPENDIX D: Sidewalk Assessment, April 2003 & September 2006.....	D-1
APPENDIX E: “Yancey County and Town of Burnsville Land Development Plans” – Appendix B: Selected Elements of the Transportation Plan	E-1
APPENDIX F: Burnsville Code of Ordinances Ch.7 – Streets & Sidewalks.....	F-1

Town of Burnsville Proposed Pedestrian Plan

Yancey County



Legend

Sidewalks

Priority

- Existing facility
- Proposed short-term or mid-range facility
- Proposed long range facility

Sidewalk Priority Ranking

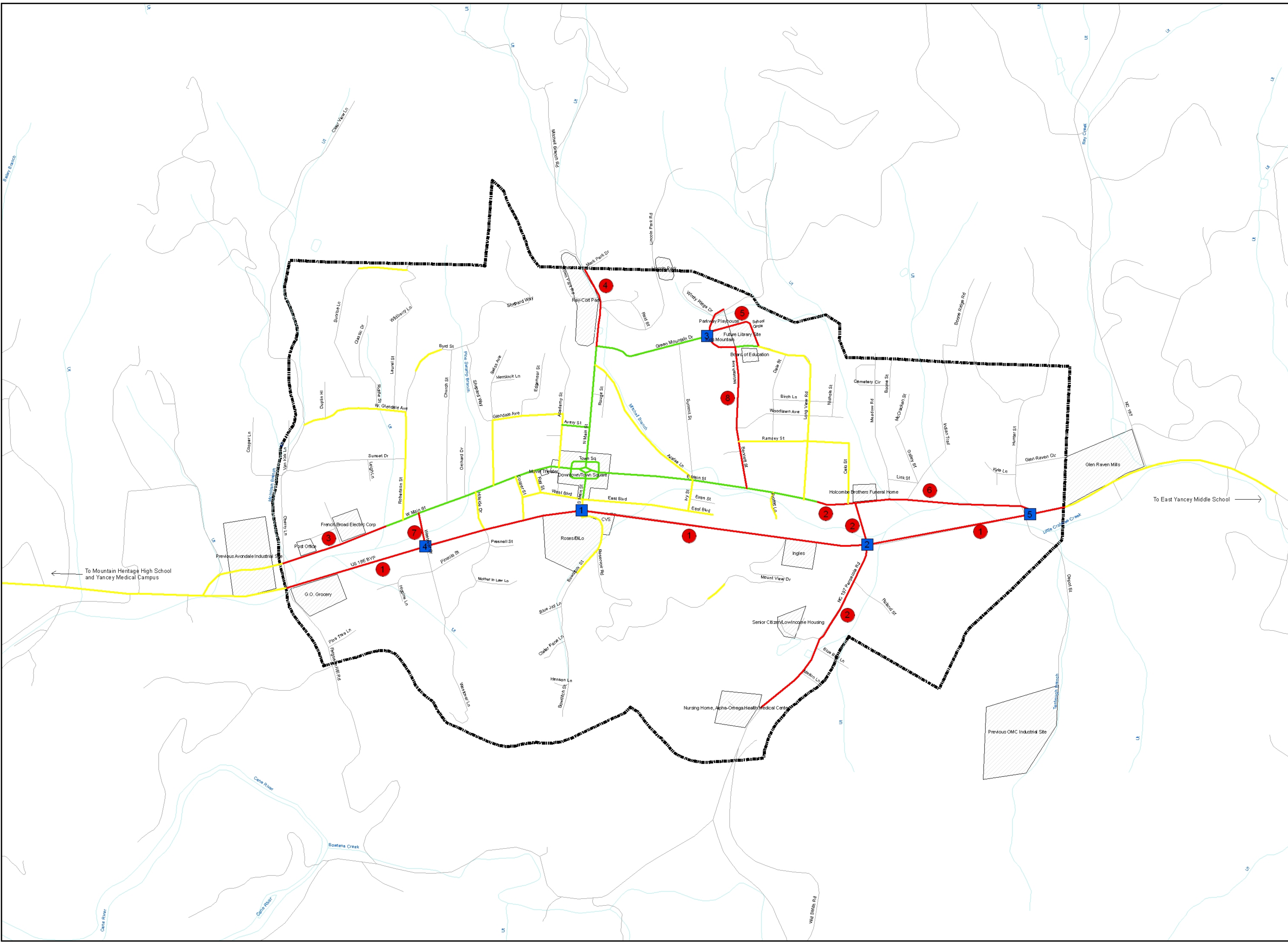
- Sidewalk Priority Ranking
- Proposed Crosswalks

Roads

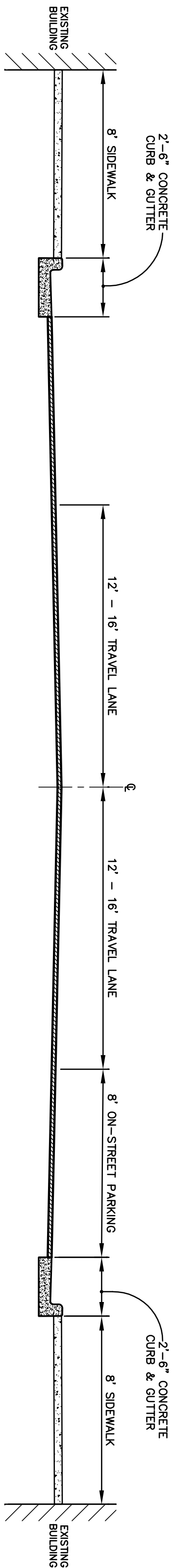
Streams

Pedestrian Generators/Destinations

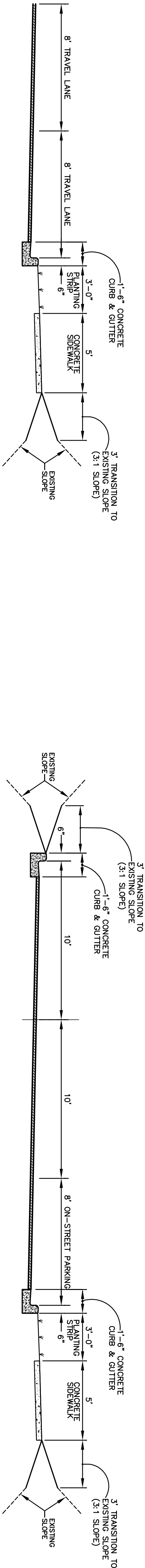
Town Limits



PLAN
SCALE: 1/4"=1'-0"

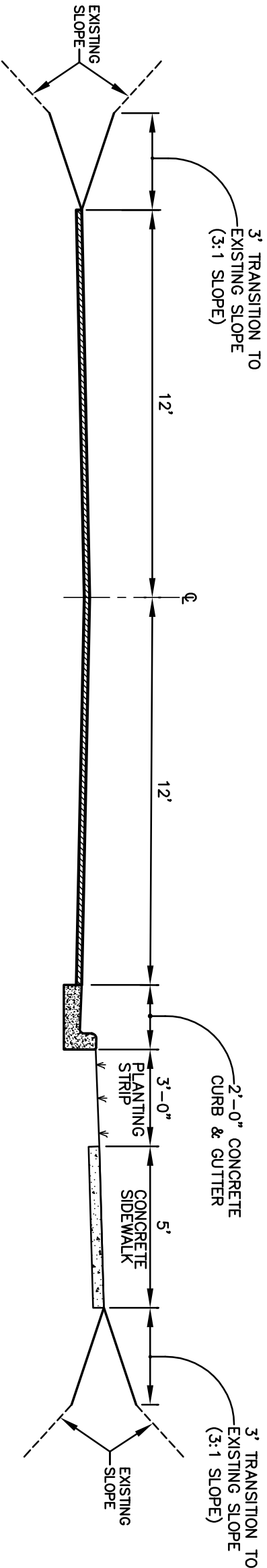


DOWNTOWN



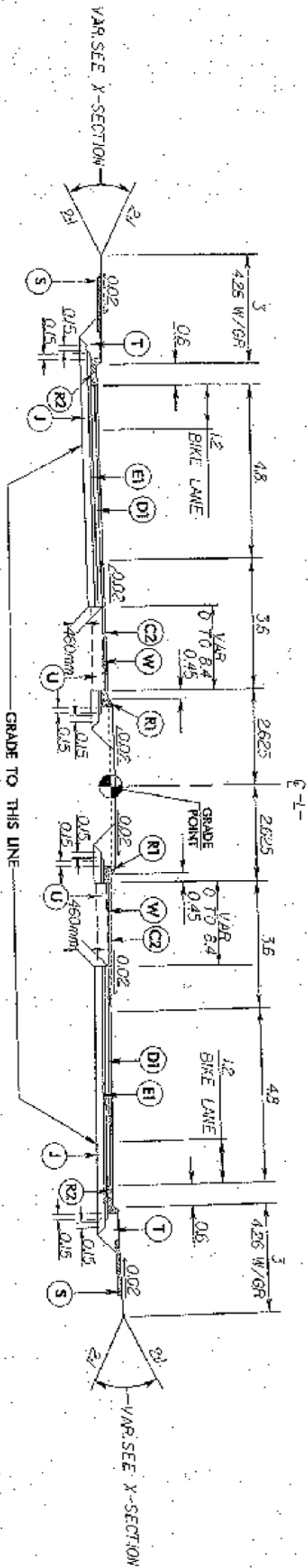
RESIDENTIAL

RESIDENTIAL



STATE ROAD

(NC 197, N. MAIN ST., GREEN MTN. DR.)



U.S. 19-E AT SOUTH MAIN STREET RESERVOIR ROAD

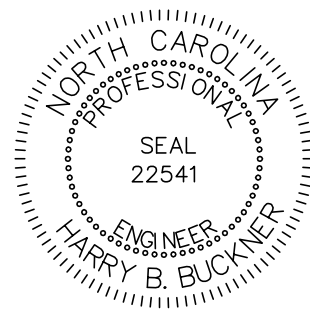
NOT TO SCALE (METRIC)

INFORMATION FROM: U.S. 19-E WIDENING PROJECT
(NCDOT PROJECT R-2519, DRAWING DATE 1999,
RIGHT-OF-WAY DATE MARCH 31, 2005,
LET DATE AUGUST 21, 2007)

NO.	DATE	BY	REVISION DESCRIPTION

JOB NO.: 05110
DATE: NOVEMBER 2006
SCALE: 1/4" = 1'-0"
DESIGNED BY: RHH
CADD BY: LIJ
DESIGN REVIEW: _____
CONST. REVIEW: _____

COMPREHENSIVE PEDESTRIAN PLAN
TOWN OF BURNSVILLE
YANCEY COUNTY, NORTH CAROLINA





McGill
ASSOCIATES
ENGINEERING • PLANNING • FINANCE
55 BROAD STREET ASHEVILLE, NC PH. (828) 252-0575

SHEET

D1

TYPICAL CROSS-SECTIONS

APPENDIX A:
NCDOT Pedestrian Policy Guidelines

APPENDIX B:

Pedestrian-Related Traffic Incidents

APPENDIX C:

Survey Results

APPENDIX D:

**Sidewalk Assessment,
April 2003 & September 2006**

APPENDIX E:

“Yancey County and Town of Burnsville Land Development Plans” – Appendix B: Selected Elements of the Transportation Plan

APPENDIX F:

Burnsville Code of Ordinances Ch.7 Streets & Sidewalks

DEPARTMENT OF TRANSPORTATION PEDESTRIAN POLICY GUIDELINES EFFECTIVE OCTOBER 1, 2000

These guidelines provide an updated procedure for implementing the Pedestrian Policy adopted by the Board of Transportation August 1993 and the Board of Transportation Resolution September 8, 2000. The resolution reaffirms the Department's commitment to improving conditions for bicycling and walking, and recognizes non-motorized modes of transportation as critical elements of the local, regional, and national transportation system. The resolution encourages North Carolina cities and towns to make bicycling and pedestrian improvements an integral part of their transportation planning and programming.

REQUIREMENTS FOR DOT FUNDING:

REPLACEMENT OF EXISTING SIDEWALKS:

The Department will pay 100% of the cost to replace an existing sidewalk that is removed to facilitate the widening of a road.

TIP INCIDENTAL PROJECTS:

DEFINED: Incidental pedestrian projects are defined as TIP projects where pedestrian facilities are included as part of the roadway project.

REQUIREMENTS:

1. The municipality and/or county notifies the Department in writing of its desire for the Department to incorporate pedestrian facilities into project planning and design. Notification states the party's commitment to participate in the cost of the facility as well as being responsible for all maintenance and liability. Responsibilities are defined by agreement. Execution is required prior to contract let.

The municipality is responsible for evaluating the need for the facility (ie: generators, safety, continuity, integration, existing or projected traffic) and public involvement.

2. Written notification must be received by the **Project Final Field Inspection (FFI) date**. Notification should be sent to the Deputy Highway Administrator - Preconstruction with a copy to the Project Engineer and the Agreements Section of the Program Development Branch. Requests received after the project FFI date will be incorporated into the TIP project, if feasible, and only if the requesting party commits by agreement to pay 100% of the cost of the facility.

3. The Department will review the feasibility of including the facility in our project and will try to accommodate all requests where the Department has acquired appropriate right of way on curb and gutter sections and the facility can be installed in the current project berm width. The standard project section is a 10-ft berm (3.0-meter) that accommodates a 5-ft sidewalk.

In accordance with AASHTO standards, the Department will construct 5-ft sidewalks with wheelchair ramps. Betterment cost (ie: decorative pavers) will be a Municipal responsibility.

4. If the facility is not contained within the project berm width, the Municipality is responsible for providing the right of way and/or construction easements as well as utility relocations, at no cost to the Department. This provision is applicable to all pedestrian facilities including multi-use trails and greenways.

5. A cost sharing approach is used to demonstrate the Department's and the municipality's / county's commitment to pedestrian transportation (sidewalks, multi-use trails and greenways). The matching share is a sliding scale based on population as follows:

MUNICIPAL POPULATION	DOT PARTICIPATION	LOCAL PARTICIPATION
> 100,000	50%	50%
50,000 to 100,000	60%	40%
10,000 to 50,000	70%	30%
< 10,000	80%	20%

Note: The cost of bridges will not be included in the shared cost of the pedestrian installation if the Department is funding the installation under provision 6 - pedestrian facilities on bridges.

6. For bridges on streets with curb and gutter approaches, the Department will fund and construct sidewalks on both sides of the bridge facility if the bridge is less than 200 feet in length. If the bridge is greater than 200 feet in length, the Department will fund and construct a sidewalk on one side of the bridge structure. The bridge will also be studied to determine the costs and benefits of constructing sidewalks on both sides of the structure. If in the judgement of the Department sidewalks are justified, funding will be provided for installation. The above provision is also applicable to dual bridge structures. For dual bridges greater than 200 ft in length, a sidewalk will be constructed on the outside of one bridge structure. The bridges will also be studied to determine if sidewalks on the outside of both structures are justified.

7. FUNDING CAPS are no longer applicable.

8. This policy does not commit the Department to the installation of facilities in the Department's TIP projects where the pedestrian facility causes an impractical design modification, is not in accordance with AASHTO standards, creates an unsafe situation, or in the judgement of the Department is not practical to program.

INDEPENDENT PROJECTS

DEFINED: The DOT has a separate category of funds for all independent pedestrian facility projects in North Carolina where installation is unrelated to a TIP roadway project. An independent pedestrian facility project will be administered in accordance with Enhancement Program Guidelines.

Incident		Result
1	Subject hit by car at Holcombe Brothers Funeral Home on East Main Street while crossing from north to south side of street.	Pedestrian fatality
2	Subject hit by car at Holcombe Brothers Funeral Home on East Main Street while crossing from north to south side of street.	Pedestrian fatality
3	Subject hit by car on East Main Street near Longview Drive while walking east along Main Street. No sidewalk in that area to walk on.	Pedestrian transported to hospital and treated
4	Subject hit by car on North Main Street. Subject got out of vehicle, went behind vehicle and stepped out in front of vehicle.	Pedestrian transported to hospital and treated
5	Subject hit by car on Town Square. Subject was crossing the street and vehicle struck him.	Pedestrian transported to hospital and treated
6	Subject hit by car on West Main Street near Town Hall. Subject was crossing the street and vehicle struck him.	Pedestrian transported to hospital and treated
7	Subject hit by car on Bowditch Street near Yancey Commons. Subject was traveling south and vehicle failed to see him and struck him.	Pedestrian transported to hospital and treated

Please complete this 10-minute survey and return it where you got it or to the Burnsville Town Hall. You may also mail it to *Burnsville Pedestrian Survey, P.O. Box 2259, Asheville, NC 28802*. This survey is also available on the web at <http://www.surveymonkey.com/s.asp?u=788602200207>

1. How much time do you generally spend walking outdoors most days?

- ☐ Not at all
☐ Less than 10 minutes
☐ 11-30 minutes
☐ 31-60 minutes
☐ More than one hour daily

2. How many days per week do you walk outdoors for at least 10 continuous minutes?

- ☐ 0 ☐ 1 ☐ 2 ☐ 3
☐ 4 ☐ 5 ☐ 6 ☐ 7

3. How many days a week would you walk if facilities were provided?

- ☐ 0 ☐ 1 ☐ 2 ☐ 3
☐ 4 ☐ 5 ☐ 6 ☐ 7

4. How many times a week do you walk at night?

- ☐ 0 ☐ 1 ☐ 2 ☐ 3
☐ 4 ☐ 5 ☐ 6 ☐ 7

5. On days you do walk outdoors, how far do you generally go (total)?

- ☐ Less than 1/4 mile (0 to 5 minutes)
☐ 1/4 mile to 1/2 mile (5 to 10 minutes)
☐ 1/2 mile to 1 mile ☐ More than 1 mile

6. When you walk, it is generally...

- ☐ Alone ☐ With an organized group
☐ With friends, family, co-workers, or pet

7. In what areas do you walk? (check all that apply, star most frequent)

- ☐ Near home ☐ Near work/school
☐ Local shopping ☐ Recreational facilities
☐ Walking trails ☐ Other _____

8. When you walk, what are your usual destinations? (check all that apply, star most frequent)

- ☐ No destination (For pleasure or exercise)
☐ Work ☐ School ☐ Church
☐ Parks ☐ Senior Center ☐ Town Center
☐ Neighbor's ☐ Post Office ☐ Store
☐ Parking lot/car ☐ Doctor's Office ☐ Library
☐ Other _____

9. Why do you walk? (check all that apply, star most important to you)

- ☐ Primary means of transportation
☐ Most convenient way to get around
☐ Cheapest way to get around
☐ Only means of transportation available to me
☐ Accompany family/friend
☐ Exercise/health ☐ Relaxation
☐ Enjoy nature ☐ Walk my pet
☐ Other _____

10. What keeps you from walking more than you do now? (check all that apply, star most important to you)

- ☐ No time/too busy ☐ Don't think about it
☐ Health reasons ☐ Feel unsafe
☐ Extreme weather ☐ No sidewalks available
☐ Not enough destinations (places to go)
☐ Destinations not close enough
☐ Get enough exercise through other means
☐ Other _____

11. What walking improvements would you like to see in Burnsville? (check all that apply, star most important to you)

- ☐ Make places (shops, parks, etc.) easier to get to
☐ Increased police enforcement
☐ Better/more crosswalks ☐ Better lighting
☐ Better/more sidewalks ☐ More trees/green space
☐ Install pedestrian signals ☐ More off-road trails
☐ Cleaner streets ☐ Nothing
☐ Other _____

12. Can you walk to work/school?

- ☐ Yes ☐ No
 If yes, do you? ☐ Yes ☐ No
 Why or why not? _____

13. Overall, on a scale from 1 to 4, (1 = very easy, 4 = very difficult) please rate ease of walking around town:

- ☐ 1 ☐ 2 ☐ 3 ☐ 4

14. Please use this scale for this section:

1 2 3 4
Almost Always / Yes — Never / No

In your neighborhood (area in which you live or frequent)... (please circle one)

Drivers drive at safe speeds. 1 2 3 4

Drivers usually respect/yield to pedestrians. 1 2 3 4

There are enough traffic signals or signs and well marked crosswalks 1 2 3 4

Traffic lights/signals allow enough time to cross the street. 1 2 3 4

There are too many streets / driveways across the sidewalks. 1 2 3 4

There is enough street lighting. 1 2 3 4

I feel safe walking. 1 2 3 4

Dogs are kept on a leash. 1 2 3 4

There are enough sidewalks. 1 2 3 4

Sidewalks are wide enough. 1 2 3 4

Sidewalks are in good condition. 1 2 3 4

Sidewalks are clear of obstacles. 1 2 3 4

There are enough benches. 1 2 3 4

There are plenty of trees and/or other attractive features along the sidewalk. 1 2 3 4

My neighborhood is attractive and enjoyable to walk in. 1 2 3 4

There are businesses / shops within walking distance of my home. 1 2 3 4

I often see people walking. 1 2 3 4

15. Please list any problems in Burnsville that limit how much or how often you walk.

16. Finally, we'd like to learn a bit more about you. (Optional)

Do you:

Have children under 5? ☐ Yes ☐ No

Have a dog? ☐ Yes ☐ No

Have a driver's license? ☐ Yes ☐ No

Have a car? ☐ Yes ☐ No

How do you usually get around?

☐ Car (driver) ☐ Car (passenger)

☐ Bicycle ☐ Walking

☐ Yancey Transportation Van

☐ Other _____

If you are a student, what school do you attend?

If you are employed, where do you work?
(nearest intersection or city/town)

What is your age?

☐ 12 to 15 ☐ 16 to 24 ☐ 25 to 34 ☐ 35 to 44

☐ 45 to 54 ☐ 55 to 64 ☐ 65 to 74 ☐ 75 or over

What is your gender? ☐ Male ☐ Female

What street do you live on? _____

Do you live within town limits? ☐ Yes ☐ No

Do you have any physical disability that can affect your safety as a pedestrian?

☐ Yes ☐ No

If yes, please describe: _____

17. Do you have any ideas you think would make Burnsville more "walkable"?

RespondentID	How much time do you generally spend walking outdoors most days?					How many days per week...															
						...do you walk outdoors for at least 10 continuous minutes?							...would you walk if facilities were provided?								
	Not at all	Less than 10 minutes	11-30 minutes	31-60 minutes	More than one hour daily	0	1	2	3	4	5	6	7	0	1	2	3	4	5	6	7
1		1						1											1		
2			1						1										1		
3			1														1				
4					1								1	1			1				
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6					1								1			1					1
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8	1											1									1
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28	1					1								1							
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36			1										1		1						1
37				1									1							1	
38		1																			
39		1					1														
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41			1							1										1	
42					1					1											1
43				1									1							1	
44			1																		
45			1								1										1
46			1									1								1	
47				1									1								
48					1	1								1						1	
49		1						1										1			
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57				1									1								1
58			1				1								1						
59					1				1											1	
60					1						1										
61		1							1												1
62				1						1								1			
63			1								1								1		
64		1								1								1			
65		1																	1		
66					1								1	1							
67					1																1
68				1								1									
69			1							1										1	
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71			1						1												
72					1								1								1
73			1							1											1
74			1										1								1
75				1							1									1	
76			1						1												
77				1									1								1
78				1								1									
79			1										1								1
80			1										1								1
81					1								1								1
82				1							1									1	

Respondent ID	...do you walk at night?							On days you do walk outdoors, how far do you generally go (total)?				When you walk, it is generally...			In what areas do you walk?			
	0	1	2	3	4	5	6	7	Less than 1/4 mile (0 to 5 minutes)	1/4 mile to 1/2 mile (5 to 10 minutes)	1/2 mile to 1 mile	More than 1 mile	Alone	With friends, family, co-workers, or pet	Both	Near home	Near work/school	
1	1								1				1				1	1
2		1										1		1			1	
3			1									1		1			1	
4	1											1	1				1	
5		1									1		1				1	
6	1											1		1			1	
7	1											1		1				
8	1										1		1					1
9																		
10			1									1		1			1	1
11	1										1		1				1	
12	1											1	1					1
13								1				1		1				
14						1				1				1			1	1
15																		
16	1											1	1				1	
17																		
18			1															
19	1								1				1				1	
20																		
21				1							1				1			
22		1								1				1			1	
23				1							1			1			1	
24	1								1						1		1	
25		1								1					1		1	
26	1										1			1				1
27	1										1			1			1	1
28	1								1				1					
29	1										1		1				1	1
30				1							1			1			1	1
31	1										1			1			1	
32					1							1		1			1	
33				1								1	1				1	1
34							1				1			1				1
35	1									1			1				1	
36					1						1		1				1	1
37						1						1					1	1
38																		
39	1								1				1					1
40					1							1	1				1	1
41						1					1				1		1	1
42			1								1				1			
43				1							1				1		1	
44						1				1					1		1	
45			1									1		1			1	
46						1					1			1			1	
47				1								1		1			1	
48			1								1			1			1	
49	1								1				1				1	1
50	1								1				1				1	
51																		
52	1										1		1				1	
53		1								1			1				1	
54	1										1			1			1	1
55	1										1		1				1	
56		1									1			1			1	
57	1																	
58		1									1		1				1	
59				1							1			1			1	
60						1						1		1			1	
61	1								1				1				1	
62			1								1			1			1	1
63			1								1			1				1
64	1								1								1	
65	1									1				1				
66	1											1		1			1	1
67								1				1		1			1	
68	1										1			1			1	
69				1							1			1			1	
70	1											1	1				1	
71	1										1			1			1	1
72				1								1	1				1	1
73		1									1			1			1	
74								1				1			1		1	1
75			1								1			1			1	
76	1										1							1
77	1											1						
78							1				1			1			1	1
79								1						1			1	
80		1							1					1			1	1
81	1									1				1			1	1
82				1										1			1	

Respondent ID	(check all that apply)				When you walk, what are your usual destinations? (check all that apply)												
	Local shopping	Recreational facilities	Walking trails	Other (please specify)	No destination (for pleasure or exercise)	Work	School	Church	Parks	Senior Center	Town Center	Neighbor's	Post Office	Store	Parking lot/ car	Doctor's office	Library
1	1													1	1		1
2											1			1			
3	1		1		1												
4					1	1											
5					1												
6	1		1		1							1					
7			1		1												
8					1												
9																	
10			1					1				1					
11																	
12					1												
13				in the Square area	1												
14					1												
15																	
16		1			1												
17																	
18																	
19					1												
20																	
21	1			Around old Burnsville	1												
22																	
23	1	1			1			1				1			1		
24					1										1		
25						1											
26					1												
27					1												
28																	
29	1	1	1		1												
30					1												
31												1		1	1		
32				Near Friend's homes	1												
33				IN TOWN	1												
34					1												
35					1												
36		1	1		1				1		1						
37				roads	1							1			1		
38																	
39						1											
40						1		1						1	1		
41	1	1	1		1												
42	1		1		1				1					1			
43																	
44		1			1												
45	1	1	1		1				1								
46					1												
47		1	1		1												
48					1												
49						1											
50			1		1	1			1								
51																	
52	1				1							1					
53					1												
54			1		1							1			1		
55					1												
56	1				1						1			1			1
57																	
58	1				1						1			1			
59					1												
60					1												
61																	
62					1												
63					1												
64	1	1	1		1									1	1		
65			1	I take the kids and	1												
66					1	1									1		
67	1	1	1		1				1		1	1	1	1	1		
68	1	1	1		1	1			1			1		1			
69					1												
70	1		1		1												
71					1												
72	1				1	1						1					
73	1	1	1		1												
74	1	1			1												
75	1						1		1								
76	1				1										1		
77			1		1												
78					1	1					1				1		
79	1		1			1							1	1	1		
80	1	1	1		1		1							1	1		
81	1				1									1	1	1	
82			1		1												1

RespondentID	Why do you walk? (check all that apply)											What keeps you from walking more		
	Other (please specify)	Primary means of transportation	Most convenient way to get around	Cheapest way to get around	Only means of transportation available to me	Accompany family / friend	Exercise / health	Relaxation	Enjoy nature	Walk my pet	Other (please specify)	No time / too busy	Don't think about it	Health reasons
1			1				1	1				1		
2							1	1	1	1		1		
3							1	1	1					
4			1				1					1		
5							1							
6							1	1		1		1		
7										1		1		
8							1							
9														
10				1			1	1	1	1				
11														
12							1							
13							1	1	1	1	socialize - folks stop			
14							1					1		
15														
16							1							
17														
18														
19														
20														
21							1	1				1		
22	restaurant							1						
23				1		1	1	1	1			1		
24							1		1			1		
25						1	1	1	1				1	
26							1					1		
27							1		1			1		
28														
29							1	1	1			1		
30							1	1				1		
31							1	1	1			1		
32							1			1				
33							1					1		
34							1	1	1	1				
35							1							
36							1	1	1					
37							1	1	1					
38														
39											work related	1		
40			1	1			1	1	1			1		
41							1	1	1					
42						1	1	1	1					
43	round robin						1							1
44							1	1	1					
45			1				1	1	1	1				
46							1			1		1		
47							1	1	1					
48				1			1	1	1	1				
49											I can't 'hover' from work	1		
50							1							
51														
52							1	1	1	1		1		
53										1				
54						1						1	1	
55							1					1		
56						1	1	1	1			1	1	
57														
58			1				1	1	1			1		
59							1					1		1
60							1	1		1		1		
61	Mail Box								1			1		
62							1	1	1			1		1
63							1		1					
64						1	1	1	1	1		1		
65							1	1	1					
66			1			1	1	1	1				1	
67							1	1	1					
68							1	1	1	1		1		
69												1		
70				1			1	1	1					
71							1		1			1		
72	Farmers Market		1				1	1		1				
73							1		1			1	1	
74							1	1	1	1				
75							1	1	1			1		
76							1	1	1			1		
77							1	1	1			1		
78				1		1	1	1	1	1				
79			1				1		1	1		1	1	
80							1	1	1	1		1		
81				1			1	1	1			1		
82							1	1	1			1		

Respondent ID	How safe do you feel walking in Burnsville? (check all that apply)							What walking improvements would you like to see in Burnsville? (check all that apply)						
	Feel unsafe	Extreme weather	No sidewalks available	Not enough destinations (places to go)	Destinations not close enough	Get enough exercise through other means	Other (please specify)	Make places (shops, parks, etc.) easier to get to	Increased police enforcement	Better / more crosswalks	Better lighting	Better / more sidewalks	More trees / green space	Install pedestrian signals
1	1	1	1			1		1		1	1	1	1	1
2								1		1		1	1	1
3			1								1	1	1	
4														
5			1											
6		1	1	1						1	1	1		1
7														
8	1							1						
9														
10														
11														
12				1						1		1		
13		1					it would be nice to be	1	1	1		1		
14			1							1		1		1
15														
16						1						1		
17														
18														
19														
20														
21			1	1			Not many places to			1		1		
22	1								1	1	1	1		1
23								1		1		1		
24			1							1				
25				1							1			
26														
27	1									1	1			1
28														
29		1	1	1				1				1	1	
30														
31													1	
32	1							1			1			
33														
34				1				1	1	1	1	1	1	1
35	1													
36						1		1	1	1	1	1	1	1
37				1	1			1						
38														
39									1	1	1		1	
40			1					1				1	1	
41	1		1						1	1	1	1		1
42	1		1	1	1			1	1	1	1	1	1	
43													1	
44		1												1
45			1	1	1			1		1	1	1	1	
46							Would like to have a							
47		1								1				
48	1			1			When you walk in	1	1	1	1	1	1	1
49								1			1			
50		1	1					1		1	1	1		1
51														
52							and lazy	1		1	1		1	
53														
54			1		1			1		1	1	1		
55		1	1								1	1		
56								1		1	1	1	1	
57														
58					1			1			1			
59			1					1			1	1		
60								1	1	1	1	1	1	
61									1		1			1
62					1									
63		1	1		1							1		
64						1					1	1	1	
65	1		1				As previously stated -							
66		1							1			1		1
67			1		1			1		1		1	1	1
68				1	1								1	
69										1				
70	1		1							1		1	1	1
71										1		1		1
72			1	1				1		1		1	1	
73			1					1	1	1	1	1	1	
74		1	1	1				1	1	1	1	1	1	1
75									1	1	1			1
76												1		
77		1	1	1	1			1		1	1	1		1
78			1	1	1			1		1		1	1	
79			1		1	1				1	1	1		
80					1			1		1			1	1
81	1					1		1			1	1		1
82								1						

Respondent ID					Can you walk to work / school?			If yes, do you?		Why or why not?	Please rate overall ease of walking around town (1 = very easy, 4 = very difficult):				Rate each of the following statements: Drivers drive at safe speeds.					In your neighborhood
	More off-road trails	Cleaner streets	Nothing	Other (please specify)	Yes	No	N/A	Yes	No		1	2	3	4	1 Almost Always / Yes	2	3	4 Never / No	N/A	1 Almost Always / Yes
1	1					1							1				1			
2						1						1					1			
3	1				1				1			1			1					
4			1			1					1				1					1
5																				
6						1						1				1				
7																				
8					1				1											
9																				
10																				
11																				
12						1						1								
13		1		the new sidewalks are		1				N/A - am retired		1						1		1
14						1											1			
15													1							
16	1					1							1				1			
17																				
18																				
19																				
20																				
21						1							1				1			
22						1				to far			1					1		
23						1							1				1			
24	1			bike trails		1							1				1			
25						1				retired	1									
26			1			1							1				1			
27						1														
28												1					1			
29	1					1							1					1		
30																				
31	1					1													1	
32		1				1						1						1		
33			1			1							1					1		
34						1							1							
35			1			1							1							
36	1					1				work is too far			1					1		
37	1					1						1				1				1
38																				
39		1				1						1					1			
40	1					1								1			1			1
41						1								1				1		
42	1					1												1		
43						1				retired	1			1				1		
44	1					1						1								
45	1	1				1						1							1	
46	1			Park with walking		1						1					1			
47	1	1				1				Retired. So the				1				1		
48	1	1				1									1			1		
49						1						1					1			
50		1				1							1							
51																				
52	1			I feel that we need to	1			1						1				1		
53																				
54						1						1								
55						1						1						1		
56	1			I would especially like									1					1		
57																				
58				EASY PATH FROM		1						1					1			1
59						1							1					1		
60						1				Would be on				1						
61						1							1						1	
62	1					1							1				1			
63						1						1							1	
64	1					1						1							1	
65	1			A park/walking trail -		1						1						1		
66						1								1					1	
67	1					1							1				1			
68				more green space		1							1					1		
69						1						1					1			
70	1	1		Clean streets are a	1			1				1						1		
71						1						1								
72	1					1			1				1					1		
73	1					1				no sidewalks		1							1	
74	1					1							1					1		
75						1			1			1							1	
76	1					1						1								
77	1					1							1				1			
78						1			1	sidewalks/cross			1					1		
79						1					1									
80	1					1				I live about 40			1					1		
81						1						1					1			
82	1					1								1		1				

Respondent ID	Neighborhood (area in which you live or frequent)...				There are enough traffic signals or signs and well marked crosswalks.				Traffic lights / signals allow enough time to cross the street.				There are too many streets / driveways across the sidewalks.				There is enough street lighting.		
	usually respect / yield to pedestrians.																		
	2	3	4 Never / No	N/A	1 Almost Always / Yes	2	3	4 Never / No	N/A	1 Almost Always / Yes	2	3	4 Never / No	N/A	1 Almost Always / Yes	2	3		
1		1						1			1								
2		1						1									1		
3		1						1				1						1	
4					1					1							1		
5																			
6	1							1					1						
7																			
8																			
9																			
10																			
11																			
12																			
13						1				1							1		
14	1							1				1						1	
15																	1		
16	1					1					1						1		
17																			
18																			
19																			
20																			
21		1				1						1						1	
22		1						1					1					1	
23	1						1					1					1		
24			1					1				1					1		
25																			
26	1						1				1						1		
27		1				1				1					1			1	
28																			
29		1					1					1						1	
30																			
31		1					1				1				1				
32	1						1				1					1			
33		1			1					1						1		1	
34																			
35																			
36		1					1					1						1	
37					1					1					1				
38																			
39			1			1					1							1	
40					1					1							1		
41		1						1					1			1			
42	1						1				1				1				
43		1			1						1						1		
44																			
45	1							1											
46	1						1					1			1			1	
47		1						1				1				1			
48			1					1					1						
49		1			1					1						1			
50																			
51																			
52		1				1					1						1		
53																			
54	1							1				1						1	
55	1							1					1						
56		1					1				1					1		1	
57																			
58					1					1						1		1	
59		1					1					1						1	
60		1						1					1					1	
61			1					1				1							
62	1						1					1					1		
63		1					1			1						1		1	
64	1					1						1				1		1	
65		1			1					1									
66			1					1			1					1		1	
67		1					1					1					1		
68		1					1					1						1	
69	1					1					1				1				
70		1				1					1					1			
71																			
72			1				1			1							1		
73						1					1					1			
74	1					1					1					1			
75		1					1					1					1		
76																			
77			1					1				1						1	
78		1						1					1						
79	1				1					1						1		1	
80		1						1			1					1			
81	1					1				1							1		
82			1					1					1					1	

Respondent ID	I am walking.		I feel safe walking.					Dogs are kept on a leash.					There are enough sidewalks.					Sidewalks are wide enough.				
	4 Never / No	N/A	1 Almost Always / Yes	2	3	4 Never / No	N/A	1 Almost Always / Yes	2	3	4 Never / No	N/A	1 Almost Always / Yes	2	3	4 Never / No	N/A	1 Almost Always / Yes	2	3	4 Never / No	N/A
1	1			1						1						1					1	
2				1						1						1					1	
3				1						1					1					1		
4			1							1			1			1		1				
5																						
6	1		1					1					1								1	
7																						
8																						
9																						
10																						
11																						
12																						
13			1								1			1				1				
14					1						1					1			1			
15																						
16				1							1			1					1			
17																						
18																						
19																						
20																						
21				1					1						1						1	
22						1			1						1						1	
23				1					1					1							1	
24						1			1					1					1			
25																						
26			1						1					1						1		
27					1				1				1					1				
28																						
29			1						1							1			1			
30																						
31	1				1					1					1					1		
32	1				1				1						1				1			
33			1					1						1					1			
34																						
35																						
36					1					1					1						1	
37			1					1					1					1				
38																						
39					1					1					1				1			
40			1					1								1			1			
41	1				1				1						1				1			
42	1				1			1							1					1		
43			1							1				1				1				
44																						
45	1				1				1							1			1			
46			1					1							1					1		
47	1			1						1					1							
48	1					1				1					1					1		
49	1				1					1					1						1	
50																						
51																						
52			1					1							1					1		
53																						
54						1					1					1				1		
55	1			1							1					1					1	
56				1							1					1			1			
57																						
58			1					1						1				1				
59				1					1						1					1		
60					1						1					1					1	
61	1		1								1		1					1				1
62				1					1					1				1		1		
63				1							1			1				1				
64			1					1							1			1				
65						1		1					1			1		1				
66				1							1					1			1			
67				1							1				1					1		
68					1						1				1					1		
69			1						1					1					1			
70					1						1				1					1		
71																						
72			1						1							1				1		
73				1					1							1					1	
74				1					1					1					1			
75					1						1				1					1		
76																						
77					1						1					1				1		
78				1					1							1					1	
79					1						1			1						1		
80			1						1					1					1			
81	1			1					1				1					1				
82			1						1				1					1				

Respondent ID	Sidewalks are in good condition.					Sidewalks are clear of obstacles.					There are enough benches.					There are plenty of trees and/or other attractive features along the sidewalk.					My neighborhood enjoyable to walk	
	1 Almost Always / Yes	2	3	4 Never / No	N/A	1 Almost Always / Yes	2	3	4 Never / No	N/A	1 Almost Always / Yes	2	3	4 Never / No	N/A	1 Almost Always / Yes	2	3	4 Never / No	N/A	1 Almost Always / Yes	2
1				1					1					1		1					1	
2			1					1						1			1				1	
3		1					1						1					1			1	
4	1					1					1					1					1	
5																						
6				1					1					1		1					1	
7																						
8																						
9																						
10																						
11																						
12																						
13	1						1				1						1					1
14				1				1						1					1			1
15																						
16		1					1					1					1					
17																						
18																						
19																						
20																						
21			1					1					1				1					1
22			1					1					1				1					1
23		1						1				1				1						1
24			1				1						1						1			
25																						
26			1					1					1				1					1
27	1					1							1			1					1	
28																						
29		1					1						1				1				1	
30																						
31				1				1				1					1					1
32			1				1					1						1				
33		1					1					1				1					1	
34																						
35																						
36			1					1					1					1				
37	1					1					1					1			1		1	
38																						
39		1					1					1					1					1
40		1				1							1					1			1	
41		1					1						1				1				1	
42		1					1						1					1				
43		1					1					1						1			1	
44																						
45		1						1					1					1			1	
46			1				1						1					1			1	
47				1					1					1			1					
48			1				1						1					1				
49				1					1					1		1					1	
50																						
51																						
52			1					1					1					1				1
53																						
54			1					1					1					1				1
55				1				1					1				1					1
56		1					1					1						1				1
57																						
58		1					1				1					1					1	
59			1					1					1					1				
60				1					1					1				1				
61	1					1							1				1					1
62		1					1						1				1					1
63	3		1					1					1					1				
64			1			1							1					1				1
65	1					1					1					1					1	
66		1					1						1				1					1
67			1				1						1					1				1
68			1					1					1				1				1	
69		1					1						1				1				1	
70		1						1					1					1			1	
71																						
72		1				1							1						1			1
73				1					1				1						1			
74		1					1					1					1					1
75			1					1					1				1					1
76																						
77			1					1						1					1			
78				1					1				1						1			1
79			1					1				1					1				1	
80		1					1					1						1			1	
81		1				1					1						1				1	
82	1					1							1			1					1	

Respondent ID	Is attractive and in.			There are businesses / shops within walking distance of my home.					I often see people walking.					Please list any problems in Burnsville that limit how much or how often you walk.	Do you have any ideas you think would make Burnsville more walkable?	Do you? Have ch under 5'
	3	4 Never / No	N/A	1 Almost Always / Yes	2	3	4 Never / No	N/A	1 Almost Always / Yes	2	3	4 Never / No	N/A			
1				1							1			sidewalks are too narrow, merchants	Definitely sidewalks from the nursing	
2				1						1				Crossing over to stores on the other	Create sidewalks or at least	
3				1						1						
4							1		1							
5																
6							1		1					Grade of streets, crosswalks in areas		
7																
8																
9																
10																
11																
12																
13				1						1				Walkway across 19 should be	Make the downtown area off-limits to	
14							1				1					1
15																
16		1					1					1				
17																
18																
19																
20																
21						1				1				The sidewalks, Down by the	A lot of work!! On the town and	
22							1		1					drivers don't pay attention to people	more crossing lights, more speeding	
23						1				1						
24	1						1					1		The traffic, no one will stop to let me	Specific pedestrian cross walks (with	
25																
26							1		1							
27						1			1					The traffic on North Main Street is		
28																
29							1		1					The Yancey Co. Health Dept.,	When making the new Hwy 19E	
30																
31							1					1				
32		1					1			1				Speeding on side roads (Depot)	I'm not just looking at this as a	
33							1			1						
34																
35																
36		1					1				1			Incomplete sidewalk	we need police to enforce speed	
37							1			1						
38																
39					1					1				Cars drive way too fast & do not yield	Better police watch. Have them get	
40							1					1				
41					1						1					
42		1				1					1					
43							1			1						
44																
45						1				1						
46							1				1					
47	1				1				1					Speeding vehicles. Dogs.	Walking trails. Better lighting.	
48		1		1						1				people yelling at you while walking in	Make a area to walk like Lake Louise	
49							1				1					
50																
51																
52				1					1					there are several side walks that are	if we added benches and trees to our	
53																
54					1					1				There are not enough sidewalks on	Put in sidewalks to connect each	
55					1				1							
56				1						1				There are no sidewalks in my	I would love to have a greenway-type	1
57																
58							1			1				LACK OF PARKING DOWNTOWN	CREATE ADDITIONAL AREAS TO	
59	1					1				1				Sidewalks do not always connect all	It would be great to have a park or	
60	1				1				1					Sidewalks are in poor repair, not wide	Improved network of sidewalks to	1
61							1			1						
62					1					1						
63	1						1		1							
64							1			1						
65							1					1		Nothing feels inviting enough for me	suggested during previous responses	1
66				1						1				I feel like sidewalks should be		1
67							1			1						
68							1				1			not enough sidewalks or areas to	a green way down by the river with a	1
69							1			1						
70				1						1				All of the ones listed on your survey.	Pick up the trash, people(everyone).	
71																
72				1					1					Not enough sidewalks	Have a media campaign of	
73		1					1					1		Access to it from county job site	green space	
74					1					1						
75						1					1					
76																
77	1						1					1		I think we need new sidewalks all the	More sidewalks, benches and	
78					1						1			I would walk a great deal more if	More sidewalks, better crosswalks,	1
79							1					1		Don't have any problems at all really.	No I'm well satisfied with the way it is	
80							1			1						
81							1				1					
82							1			1						

Respondent ID	Children ?		Have a dog?		Have a driver's license ?		Have a car?		How do you usually get around?						If you are a student, what school do you attend?	If you are employed, where do you work? (nearest intersection or city / town)	What is your age?				
	No	Yes	No	Yes	No	Yes	No	Car (driver)	Car (passenger)	Bicycle	Walking	Yancey Transport. Van	Other	15 & under			16 to 24	25 to 34	35 to 44	45 to 54	
1	1	1		1		1		1								Crestview rd.				1	
2	1	1				1		1								Burnsville			1		
3	1	1				1		1													
4	1	1				1		1													
5																					
6	1	1				1		1			1										
7																					
8																					
9																					
10																					
11																					
12																					
13	1	1				1		1													
14			1			1		1								burnsville			1		
15																					
16	1	1				1		1								Spruce Pine,					
17																					
18																					
19																					
20																					
21	1	1				1		1													
22	1	1				1		1													
23	1			1		1		1												1	
24	1			1		1		1								Appalachian		1			
25																					
26	1	1				1		1											1		
27	1			1		1		1												1	
28																Mitchell					
29	1			1		1		1								Burnsville				1	
30																					
31	1	1				1		1			1										
32	1	1				1		1								Burnsville &		1			
33	1	1				1		1								BURNSVILLE			1		
34																					
35																					
36	1	1				1		1			1					Burnsville				1	
37	1			1		1					1										
38																					
39	1	1				1		1								Burnsville				1	
40	1			1		1		1										1			
41	1	1				1		1													
42	1			1		1		1											1		
43	1	1				1		1													
44																					
45																					
46	1	1				1		1								Jim Hughes &				1	
47	1					1		1			1										
48	1	1				1		1												1	
49	1			1		1		1								Spruce Pine				1	
50																					
51																					
52	1	1				1		1								Burnsville		1			
53																					
54	1			1		1		1								Medical			1		
55	1			1		1		1													
56			1			1		1												1	
57																					
58	1	1				1		1								BURNSVILLE					
59	1	1				1		1												1	
60				1		1		1								Burnsville				1	
61																					
62						1		1								DSS				1	
63	1	1				1		1											1		
64	1	1				1		1													
65				1		1		1								Self employed				1	
66			1			1		1			1					Town Square			1		
67	1			1		1		1												1	
68			1			1		1								near dot			1		
69	1	1				1		1													
70	1			1		1		1			1					at home				1	
71																					
72	1	1				1		1								East Main				1	
73	1			1		1		1								Medical					
74						1		1								burnsville				1	
75	1	1				1		1													
76																					
77	1	1				1		1								Burnsville				1	
78			1			1		1								downtown			1		
79	1	1				1		1													
80																			1		
81	1			1		1		1													
82	1	1				1		1													

Respondent ID				What is your gender?		What street do you live on?	Do you live within town limits?		Do you have any physical disability that can affect your safety	
	55 to 64	65 to 74	75 or over	Male	Female		Yes	No	No	Yes
1					1	Wid Smith		1	1	
2					1	Summit	1		1	
3										
4	1			1				1	1	
5										
6		1			1			1		must walk
7										
8										
9										
10										
11										
12										
13		1			1	west main	1		1	
14					1			1	1	
15										
16		1		1		10E		1	1	
17										
18										
19										
20										
21								1	1	
22					1			1	1	
23										
24					1			1	1	
25										
26					1			1	1	
27					1	Out of City		1	1	
28										
29					1	Spruce Pine		1	1	
30										
31								1	1	
32					1	Pineswamp		1	1	
33					1			1	1	
34										
35										
36					1	Troutlilly		1	1	
37										
38										
39				1		Main Street	1		1	
40				1				1	1	
41								1		
42					1		1		1	
43		1		1				1	1	
44										
45										
46					1	Three		1	1	
47		1		1		Ferguson		1	1	
48					1	West Main	1		1	
49					1	Possum		1	1	
50										
51										
52					1	walnut st	1		1	
53										
54					1	Nat Howell		1	1	
55	1			1		Laurel	1		1	
56					1	Glendale	1			
57										
58	1			1		LICKSKILL		1	1	
59					1			1		My son, does.
60					1	Cloverleaf		1	1	
61										
62					1	Cane River		1	1	
63					1			1	1	
64					1	Jacks Creek		1	1	
65					1	Scronce		1	1	
66					1	Robertson	1		1	
67				1				1	1	
68				1		byrd branch		1	1	
69					1			1	1	
70					1			1	1	
71										
72				1		Orchard	1		1	
73	1				1	Hidden		1	1	
74					1	plum branch		1		
75										
76										
77					1	Charlie		1	1	
78					1	West	1		1	
79				1		Scronce		1	1	
80										
81										
82										

RespondentID	How much time do you generally spend walking outdoors most days?					How many days per week...								...would you walk if facilities were provided?							
						...do you walk outdoors for at least 10 continuous minutes?															
	Not at all	Less than 10 minutes	11-30 minutes	31-60 minutes	More than one hour daily	0	1	2	3	4	5	6	7	0	1	2	3	4	5	6	7
83				1									1								
84				1									1								1
85			1								1									1	
86				1									1							1	
87			1							1									1		
88				1							1								1		
89				1						1								1			
90			1					1									1				
91					1						1				1						
92		1					1								1						
93			1			1											1				
94			1						1										1		
95				1					1										1		
96		1					1								1						
97				1									1								1
98		1															1				
99			1			1													1		
100					1								1						1		
101			1										1								1
102			1									1							1		
103			1				1														
104			1					1						1							
105				1									1	1							
106			1										1						1		
107		1					1							1							
108		1					1												1		
109			1										1							1	
110					1						1								1		
111				1							1								1		
112				1				1										1			
113					1			1											1		
114					1						1								1		
115					1						1									1	
116					1			1													
117					1				1										1		
118					1					1										1	
119					1								1								1
120					1			1											1		
121					1			1									1				
122			1										1								1
123				1										1							
124		1						1								1				1	
125				1									1								1
126				1									1								1
127				1				1										1			
128			1							1								1			
129					1								1								1
130					1								1								1
131					1								1								1
132				1									1								1
133	1					1								1							
134				1					1						1						
135				1							1						1				
136			1					1								1					
137			1									1								1	
138				1							1									1	
139				1					1										1		
140					1						1										1
141			1						1									1			
142			1							1									1		
143				1							1										1
144				1							1										1
145				1						1								1			
146				1							1								1		
147				1						1										1	
148					1												1				
149			1							1								1			
150			1							1											
	3	18	49	47	33	9	10	18	18	16	26	8	36	11	6	6	17	15	35	15	36
	2.00%	12.00%	32.67%	31.33%	22.00%	6.38%	7.09%	12.77%	12.77%	11.35%	18.44%	5.67%	25.53%	7.80%	4.26%	4.26%	12.06%	10.64%	24.82%	10.84%	25.53%
	2.00%	12.00%	32.67%	31.33%	22.00%	6.00%	6.67%	12.00%	12.00%	10.67%	17.33%	5.33%	24.00%	7.33%	4.00%	4.00%	11.33%	10.00%	23.33%	10.00%	24.00%
	100.00%					94.00%								94.00%							

RespondentID	...do you walk at night?							On days you do walk outdoors, how far do you generally go (total)?				When you walk, it is generally...			In what areas do you walk?		
	0	1	2	3	4	5	6	7	Less than 1/4 mile (0 to 5 minutes)	1/4 mile to 1/2 mile (5 to 10 minutes)	1/2 mile to 1 mile	More than 1 mile	Alone	With friends, family, co-workers, or pet	Both	Near home	Near work/school
83																	
84	1										1			1		1	
85			1								1				1	1	1
86	1										1			1			
87	1											1		1		1	1
88				1								1		1		1	
89	1											1			1	1	
90			1								1			1		1	
91	1								1				1			1	1
92	1									1			1			1	
93				1					1					1		1	
94	1										1		1			1	
95		1									1			1		1	
96	1											1		1		1	
97								1				1			1	1	
98	1									1				1		1	
99	1								1				1			1	
100	1											1	1				
101		1							1					1			
102	1									1				1		1	
103	1								1				1				1
104		1								1			1			1	
105	1											1	1			1	
106						1					1		1			1	
107	1										1			1		1	
108	1								1					1		1	
109	1									1				1			1
110	1									1				1		1	
111				1						1				1		1	
112	1											1		1		1	
113	1											1		1		1	
114	1											1		1		1	
115	1											1		1		1	
116									1					1		1	
117	1											1		1		1	
118	1											1		1		1	
119	1											1		1		1	
120	1										1			1		1	
121				1					1					1		1	
122	1								1				1			1	
123						1						1		1		1	
124	1								1				1			1	
125	1											1		1		1	
126								1				1	1			1	1
127	1										1		1			1	1
128			1								1			1		1	1
129	1											1		1		1	1
130						1				1				1		1	1
131								1				1		1		1	1
132	1								1					1		1	1
133	1								1				1			1	
134	1										1		1			1	
135	1											1			1	1	
136		1									1			1		1	
137		1									1			1		1	
138	1											1		1			1
139	1										1			1		1	1
140	1									1			1				1
141			1							1				1			1
142			1									1	1			1	
143	1										1			1		1	
144	1										1			1		1	
145	1											1		1			1
146		1									1		1				1
147			1							1				1		1	
148		1									1		1			1	1
149	1	1										1			1	1	
150	1									1					1	1	1
75 17 15 14 3 9 2 7 22 25 48 45 46 87 6 115 49																	
52.82% 11.97% 10.56% 9.86% 2.11% 6.34% 1.41% 4.93% 15.71% 17.86% 34.29% 32.14% 33.09% 62.59% 4.32% 82.14% 35.00%																	
50.00% 11.33% 10.00% 9.33% 2.00% 6.00% 1.33% 4.67% 14.67% 16.67% 32.00% 30.00% 30.67% 58.00% 4.00% 76.67% 32.67%																	
94.67% 93.33% 92.67% 93.33%																	

Respondent ID	(check all that apply)				When you walk, what are your usual destinations ? (check all that apply)												
	Local shopping	Recreational facilities	Walking trails	Other (please specify)	No destination (for pleasure or exercise)	Work	School	Church	Parks	Senior Center	Town Center	Neighbors	Post Office	Store	Parking lot/ car	Doctor's office	Library
83																	
84					1												
85	1				1						1	1		1	1		1
86					1	1					1	1			1		1
87					1												
88			1		1							1			1		
89				Beach in Florida	1												
90																	
91					1												
92																	
93												1					
94			1	Hiking trails	1												
95					1												
96				Forest	1	1									1		
97	1	1			1							1			1		
98	1												1		1	1	
99					1												
100		1			1												
101	1											1	1		1	1	
102					1												
103																	
104					1												
105			1		1												
106					1												
107												1			1		
108															1		
109					1												
110					1												
111					1												
112	1	1											1			1	
113	1	1		GO, BiLo, Electric Co.								1	1	1		1	
114	1												1	1		1	
115	1			Road										1		1	
116												1					
117		1															
118	1											1		1			
119	1			Road								1		1			
120	1	1										1	1	1		1	
121												1					
122				In & around	1												
123					1												
124					1												
125				Other	1												
126						1											
127	1	1	1		1	1			1					1	1		1
128		1			1												
129		1	1		1			1				1		1	1		
130			1				1	1				1				1	
131			1					1							1		
132	1				1	1		1						1			
133																	
134					1												
135			1		1												
136	1				1										1		
137	1				1												
138				Golf range	1						1				1		1
139					1				1								
140						1											
141					1												
142			1		1							1		1			1
143					1							1			1		
144					1							1					
145					1												
146	1					1											
147			1			1			1					1	1		
148								1					1		1		
149			1		1							1					
150					1												
40 23 33 15 100 19 3 8 10 0 9 30 9 26 32 9 8																	
28.57% 16.43% 23.57% 10.71% 71.94% 13.67% 2.16% 5.76% 7.19% 0.00% 6.47% 21.58% 6.47% 18.71% 23.02% 6.47% 5.76%																	
26.67% 15.33% 22.00% 10.00% 66.67% 12.67% 2.00% 5.33% 6.67% 0.00% 6.00% 20.00% 6.00% 17.33% 21.33% 6.00% 5.33%																	
92.67%																	

Respondent ID	Why do you walk? (check all that apply)											What keeps you from walking more?		
	Other (please specify)	Primary means of transportation	Most convenient way to get around	Cheapest way to get around	Only means of transportation available to me	Accompany family / friend	Exercise / health	Relaxation	Enjoy nature	Walk my pet	Other (please specify)	No time / too busy	Don't think about it	Health reasons
83														
84							1	1	1	1				
85			1	1			1	1	1	1		1		
86	Shopping			1			1	1	1	1			1	
87							1	1	1			1		
88							1	1	1	1		1		
89							1							
90	Road near home						1		1			1		
91											Mostly work			
92	Mowing Lawn										Outdoor work	1		
93							1					1		
94							1	1	1	1		1		
95							1							
96						1	1	1	1			1		
97						1	1	1	1	1				
98						1	1	1	1					
99							1		1					
100							1		1			1		
101							1							1
102	Parents' house						1	1	1			1		
103	Around town										Work-related	1		
104							1							
105							1	1		1		1		
106							1	1	1	1				
107			1											
108							1							1
109		1							1					
110								1	1	1				
111										1				
112	GO, BiLo, Electric Co.	1									No other			
113	GO, BiLo, Electric Co.	1									No other			
114	GO, BiLo, Electric Co.	1									No car			
115		1									No car			
116		1												
117	Reconciliation house,			1			1				Other			
118		1				1								
119	Pregnancy center	1												
120		1				1								
121		1		1										
122							1		1					1
123							1	1		1		1		
124							1							
125							1							1
126							1	1	1			1		
127							1	1	1			1		
128							1	1	1				1	
129				1		1	1	1	1	1		1		
130						1	1					1		
131							1		1	1				
132	Just go where I can						1		1	1				
133	Mailbox										Other			
134							1	1				1		
135	Other						1	1	1			1		
136						1	1		1					
137				1			1	1	1		Protect the			
138							1	1	1					
139						1	1				Taking kids to park	1		
140								1						
141							1					1	1	
142		1	1				1	1	1	1				
143						1	1			1		1		
144							1			1				
145							1		1			1		
146	Bank						1				Work	1		
147							1		1			1		
148							1	1				1		
149						1	1	1	1	1		1		
150						1	1	1	1	1		1		
	18	11	11	13	0	20	112	67	74	35	16	68	10	7
	12.95%	8.03%	8.03%	9.49%	0.00%	14.80%	81.75%	48.91%	54.01%	25.55%	11.68%	50.37%	7.41%	5.19%
	12.00%	7.33%	7.33%	8.67%	0.00%	13.33%	74.67%	44.67%	49.33%	23.33%	10.67%	45.33%	6.67%	4.67%
		91.33%										90.00%		

Respondent ID	How safe do you feel walking in Burnsville? (check all that apply)							What walking improvements would you like to see in Burnsville? (check all that apply)						
	Feel unsafe	Extreme weather	No sidewalks available	Not enough destinations (places to go)	Destinations not close enough	Get enough exercise through other means	Other (please specify)	Make places (shops, parks, etc.) easier to get to	Increased police enforcement	Better / more crosswalks	Better lighting	Better / more sidewalks	More trees / green space	Install pedestrian signals
83														
84	1		1							1		1		
85			1				Safety, ex. I would	1		1	1	1	1	1
86			1	1				1		1		1		
87		1												
88								1					1	
89						1								
90														1
91						1			1					
92										1	1			1
93														
94		1		1								1	1	
95		1						1		1				1
96	1							1		1			1	1
97								1					1	
98		1		1	1	1			1					1
99	1	1				1								
100								1		1		1	1	1
101	1								1		1			
102								1					1	
103														
104							Lazy & no time		1	1		1	1	1
105								1					1	1
106			1	1				1				1		
107	1		1	1	1					1	1	1		1
108														1
109			1									1		
110			1									1		
111				1				1						
112	1	1								1		1		
113	1	1								1		1		1
114	1	1						1		1		1		1
115	1	1	1							1		1		1
116			1							1		1		1
117		1	1							1	1	1		
118	1	1	1							1		1		1
119	1	1	1									1		1
120	1	1	1							1	1	1		
121		1	1							1		1		1
122								1	1	1		1		
123								1	1	1		1	1	1
124														
125		1	1					1		1			1	
126			1									1		1
127		1	1	1	1					1			1	
128							Happy with what I'm							
129			1					1		1		1	1	1
130	1	1		1	1				1		1			1
131						1		1		1		1	1	
132							Independence (no					1	1	1
133							Other							
134		1							1	1	1	1		
135		1	1					1			1	1		
136						1				1		1		
137			1		1	1			1			1	1	1
138		1						1		1		1	1	1
139								1		1		1		
140														
141														
142							Need long distance							
143		1		1	1			1		1				1
144		1		1	1			1		1		1		
145		1				1								
146		1		1				1	1			1		1
147											1	1		
148										1	1			1
149								1		1		1	1	
150							Dogs							
25 36 46 26 20 14 13 54 24 69 42 75 43 50 18.52% 26.67% 34.07% 19.26% 14.81% 10.37% 9.63% 42.52% 18.90% 54.33% #33.07% 59.06% 33.86% 39.37% 16.67% 24.00% 30.67% 17.33% 13.33% 9.33% 8.67% 36.00% 16.00% 46.00% #28.00% 50.00% 28.67% 33.33% 84.67%														

Respondent ID	Neighborhood (area in which you live or frequent)...				Do you usually respect / yield to ns.				There are enough traffic signals or signs and well marked crosswalks.				Traffic lights / signals allow enough time to cross the street.				There are too many streets / driveways across the sidewalks.				There is enough street lighting.		
	2	3	4 Never / No	N/A	1 Almost Always / Yes	2	3	4 Never / No	N/A	1 Almost Always / Yes	2	3	4 Never / No	N/A	1 Almost Always / Yes	2	3	4 Never / No	N/A	1 Almost Always / Yes	2	3	
83																							
84		1						1						1						1			
85			1					1										1					1
86		1					1				1						1						1
87	1						1					1					1						1
88	1					1							1				1						
89	1											1											
90	1					1					1												
91						1					1							1				1	
92		1						1					1				1						
93	1						1				1						1					1	
94		1						1					1						1		1		
95					1								1					1					
96		1					1					1						1				1	
97	1					1					1		1				1					1	
98								1			1						1					1	
99		1																					
100	1					1					1											1	
101	1					1				1								1				1	
102	1							1						1						1			
103			1					1					1					1					
104			1					1			1				1								
105							1				1					1						1	
106					1					1						1						1	
107			1					1		1								1					
108			1										1					1					
109								1			1							1					
110	1							1			1							1					
111		1					1				1						1						1
112			1					1					1					1					
113	1					1					1							1					
114		1					1						1					1					
115			1					1					1				1						
116			1					1					1					1					
117							1			1								1					
118		1					1					1						1					
119	1						1					1						1					
120		1					1					1			1								
121			1					1				1						1					
122		1					1							1									
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126			1					1					1				1						1
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150					1					1										1			1
38 46 24 1 12 29 39 41 1 19 36 29 28 6 11 36 31 35 5 12 36 30																							
30.89% 37.40% 19.51% 0.81% 9.84% 23.77% 31.97% 33.61% 0.82% 16.10% 30.51% 24.58% 23.73% 5.08% 9.32% 30.51% 26.27% 29.86% 4.24% 10.00% 30.00% 25.00%																							
25.33% 30.67% 16.00% 0.67% 8.00% 19.33% 26.00% 27.33% 0.67% 12.67% 24.00% 19.33% 18.67% 4.00% 7.33% 24.00% 20.67% 23.33% 3.33% 8.00% 24.00% 20.00%																							
81.33% 78.67% 78.67% 80.00%																							

Respondent ID	Rating.		I feel safe walking.					Dogs are kept on a leash.					There are enough sidewalks.					Sidewalks are wide enough.						
	4	Never / No	N/A	1	Almost Always / Yes	2	3	4	Never / No	N/A	1	Almost Always / Yes	2	3	4	Never / No	N/A	1	Almost Always / Yes	2	3	4	Never / No	N/A
83																								
84	1				1							1					1						1	
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86				1								1					1						1	
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150					1																			
	40	2	32	42	26	19	1	16	39	27	36	1	11	26	28	51	4	18	38	27	32	4		
	33.33%	1.67%	26.67%	35.00%	21.67%	15.83%	0.83%	13.45%	32.77%	22.69%	30.25%	0.84%	9.17%	21.67%	23.33%	42.50%	3.33%	15.13%	31.93%	22.69%	26.89%	3.36%		
	26.67%	1.33%	21.33%	28.00%	17.33%	12.67%	0.67%	10.67%	26.00%	18.00%	24.00%	0.67%	7.33%	17.33%	18.67%	34.00%	2.67%	12.00%	25.33%	18.00%	21.33%	2.67%		
			80.00%					79.33%					80.00%					79.33%						

Respondent ID	Sidewalks are in good condition.					Sidewalks are clear of obstacles.					There are enough benches.					There are plenty of trees and/or other attractive features along the sidewalk.					My neighborhood enjoyable to walk	
	1 Almost Always / Yes	2	3	4 Never / No	N/A	1 Almost Always / Yes	2	3	4 Never / No	N/A	1 Almost Always / Yes	2	3	4 Never / No	N/A	1 Almost Always / Yes	2	3	4 Never / No	N/A	1 Almost Always / Yes	2
83																						
84				1					1					1		1					1	
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150		1				1					1					1					1	
	17	46	33	24	4	17	45	34	19	4	11	19	29	56	4	16	34	27	40	3	43	40
	13.71%	37.10%	26.61%	19.35%	3.23%	14.29%	37.82%	28.57%	15.97%	3.36%	9.24%	15.97%	24.37%	47.06%	3.36%	13.33%	28.33%	22.50%	33.33%	2.50%	35.54%	33.06%
	11.33%	30.67%	22.00%	16.00%	2.67%	11.33%	30.00%	22.67%	12.67%	2.67%	7.33%	12.67%	19.33%	37.33%	2.67%	10.67%	22.67%	18.00%	26.67%	2.00%	28.67%	26.67%
	92.67%					79.33%					79.33%					80.00%					80.67%	

Respondent ID	Is attractive and in.			There are businesses / shops within walking distance of my home.				I often see people walking.				Please list any problems in Burnsville that limit how much or how often you walk.	Do you have any ideas you think would make Burnsville more walkable?	Do you: Have children under 5?		
	3	4 Never / No	N/A	1 Almost Always / Yes	2	3	4 Never / No	N/A	1 Almost Always / Yes	2	3				4 Never / No	N/A
83																
84							1			1				Lack of sidewalks keeps me from	Sidewalks, sidewalks, sidewalks.	
85				1						1				Sidewalks end shortly out of square -	Connecting destinations with	
86	1			1						1				Can't get across bypass safely, not	More / better sidewalks, pedestrian	
87							1			1						
88	1					1				1						1
89																
90																
91							1			1						
92	1						1					1		Drivers don't yield to pedestrians	Streets that join Main Street aren't	
93						1										
94	1						1					1			More sidewalks and short-distance	
95							1				1					1
96							1					1			Better / safer crossing	
97					1					1						
98	1			1						1				Live too far out		
99																
100	1						1					1				
101							1				1					
102							1			1				I live on Cattail Road		1
103	1						1				1			Need level walking paths. Not		
104				1						1				We are in need of a more beautiful	Crosswalks are needed at BiLo/CVS	
105							1		1							
106							1				1			More sidewalks to extend down the		
107		1			1							1		No		
108		1				1			1					Not enough sidewalks at 19E	Yes maybe it will make bicycling	
109		1					1					1				1
110		1					1					1				
111		1			1						1					1
112		1			1						1			Only one street light.	Sidewalks, crosswalks	1
113		1			1						1			More sidewalks		1
114		1				1					1			More sidewalks		1
115		1				1					1			Traffic on the road and no sidewalk to	Sidewalks along the road	1
116							1					1		More sidewalks		
117						1			1					Without crosswalks, it is difficult to	More sidewalks, more red lights	1
118		1					1		1							1
119		1		1								1		Sidewalks	Sidewalks along the road	1
120		1					1					1				1
121							1					1		More sidewalks		
122							1		1					Lack of pedestrian awareness by		
123							1			1				Sidewalks are not wide enough & are	Increased greenway, space,	1
124				1					1							
125	1				1				1					No shoulder on my street, so	More crosswalks on Main Street.	
126	1				1						1			Almost all intersections in town have		
127		1					1				1			No walkways on 19E	Walking path and bike trails to the	
128			1					1					1	I don't live in city limits so a lot of		
129							1		1					Autos do not yield to pedestrians,	Safe walking/biking trail from	
130							1		1					Street cleanliness - need wider	More safety protection!!!	
131				1					1					Less buildings more trees		
132					1						1			No parking on south side of street		
133					1						1					
134					1						1					
135					1						1					
136										1						
137							1				1			Pedestrian signals or 'flags' to be		
138	1						1		1							
139				1					1							1
140							1			1						
141	1				1					1						
142							1					1		A marked walking route, up to 3 miles		
143					1					1				I used to walk about 5 miles a day. If		
144					1					1						
145	1						1				1					
146					1				1							1
147							1			1						
148							1		1							
149							1			1				Trails near work places such as the		
150				1					1					Dogs - we have one in our	I think Burnsville is very walkable	
18 19 1 19 24 13 63 1 29 42 28 20 1															23	
14.88% 15.70% 0.83% 15.83% 20.00% 10.83% 52.50% 0.83% 24.17% 35.00% 23.33% 16.67% 0.83%															19.66%	
12.00% 12.67% 0.67% 12.67% 16.00% 8.67% 42.00% 0.67% 19.33% 28.00% 18.67% 13.33% 0.67%															15.33%	
80.00%																

Respondent ID	Children ?		Have a dog?		Have a driver's license ?		Have a car?		How do you usually get around?						If you are a student, what school do you attend?	If you are employed, where do you work? (nearest intersection or city / town)	What is your age?																		
	No	Yes	No	Yes	No	Yes	No	Car (driver)	Car (passenger)	Bicycle	Walking	Yancey Transport. Van	Other	15 & under			16 to 24	25 to 34	35 to 44	45 to 54															
83																																			
84	1	1		1		1		1																											
85	1		1	1		1		1												1															
86	1	1		1		1		1							Yancey Co.					1															
87	1		1	1		1		1							TRAC					1															
88		1		1		1		1	1		1				Yancey Co.			1																	
89	1		1	1		1		1							Yancey Co.		1																		
90																																			
91	1	1		1		1		1																											
92	1	1		1		1		1																											
93	1	1		1		1		1							West Main &				1																
94	1	1		1		1		1											1																
95			1	1		1		1							Someone's																				
96	1		1	1		1		1			1				Burnsville																				
97	1	1		1		1		1			1									1															
98	1		1	1		1		1	1																										
99	1		1	1		1		1																											
100	1			1		1		1																											
101	1		1	1		1		1																											
102		1		1		1		1																											
103	1	1		1		1		1	1						SPCH Fitness			1																	
104	1							1							Downtown																				
105	1	1		1		1		1							Burnsville		1																		
106	1	1		1		1		1																											
107	1	1		1		1		1							David's Limited				1																
108	1	1		1		1		1		1																									
109			1	1		1		1							Town				1																
110	1	1			1		1	1							City			1																	
111		1		1		1		1									1																		
112			1		1	1					1	1						1																	
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120			1	1		1		1			1						1																		
121	1		1	1		1		1											1																
122	1		1		1		1		1											1															
123		1		1		1		1		1					Retired																				
124	1		1	1		1		1							Burnsville				1																
125	1		1	1		1		1			1																								
126	1		1	1		1		1																											
127	1		1	1		1		1							YCHD																				
128	1		1	1		1		1							Health Dept.					1															
129	1	1		1		1		1							YCHD					1															
130	1	1			1		1		1	1	1			Arthur		1																			
131	1	1			1		1		1				Carpool	Spruce Pine		1																			
132		1			1		1				1		Daughter		1/2 block from																				
133	1		1	1		1		1																											
134	1		1	1		1		1			1																								
135	1		1	1		1		1			1																								
136	1		1	1		1		1	1	1																									
137	1		1	1		1		1																											
138	1		1	1		1		1							Spruce Pine					1															
139		1		1		1		1	1						Town of		1																		
140	1	1		1		1		1							S. Main at 19E			1																	
141	1		1	1		1		1																											
142	1	1		1		1		1																											
143	1	1		1		1		1			1				Downtown					1															
144	1	1		1		1		1																											
145	1	1		1		1		1																											
146		1		1		1		1		1	1				Burnsville																				
147	1		1	1		1		1			1				Burnsville				1																
148	1	1		1		1		1							Town of			1																	
149	1		1	1		1		1							Town Square			1																	
150	1		1	1		1		1							Burnsville																				
															County					1															
																	2	10	21	24	19														
																	80.34%	57.89%	42.11%	89.92%	10.08%	93.22%	6.78%	85.00%	8.33%	3.33%	21.67%	0.83%	1.67%	3	1.80%	9.01%	18.92%	21.62%	17.12%
																	62.67%	44.00%	32.00%	71.33%	8.00%	73.33%	5.33%	68.00%	6.67%	2.67%	17.33%	0.67%	1.33%	2.00%	1.33%	6.67%	14.00%	16.00%	12.67%
																	80.00%																		
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Respondent ID				What is your gender?		What street do you live on?	Do you live within town limits?		Do you have any physical disability that can affect your safety	
	55 to 64	65 to 74	75 or over	Male	Female		Yes	No	No	Yes
83										
84	1			1		Rock Blvd.		1		AFO Left Leg
85					1	Edgemoor	1		1	
86					1	Walnut	1		1	
87					1			1	1	
88					1	Green Mtn.		1	1	
89		1			1	Dove Hill		1	1	
90										
91	1			1				1	1	
92				1				1	1	
93					1		1		1	
94	1				1	Pine		1	1	
95	1				1	Rice Road		1	1	
96					1			1	1	
97	1				1			1	1	
98		1			1	Meadowood		1	1	
99		1			1		1		1	
100		1			1			1	1	
101		1			1	Dee Silvers		1		Diabetes
102					1	Pine Cone		1	1	
103	1				1	Bolens		1	1	
104					1	Walnut St.	1		1	
105	1				1	Three			1	
106					1	Bear	1		1	
107				1		Nat Howell		1	1	
108					1	80 South		1	1	
109					1	Summit St			1	
110					1	Poplar			1	
111					1	Pine	1		1	
112					1	Wheeler's	1		1	
113					1	Wheeler's		1	1	
114					1	Wheeler's		1	1	
115					1	Wheeler's		1	1	
116					1	Lincoln Park			1	
117					1	Mark Park	1		1	
118					1	Bill Young		1	1	
119					1	Bill Young		1	1	
120				1		Bill Young		1	1	
121					1	Lincoln Park			1	
122		1			1	Cloverleaf		1		H/O Knee
123					1	10E		1	1	
124			1		1	West	1		1	
125			1	1		West			1	
126	1				1	Schronce		1		Bad knee
127					1	Spruce Pine		1	1	
128					1			1	1	
129					1	Hannah Br.		1	1	
130					1	Hannah Br.	1		1	
131					1	Hannah Br.	1		1	
132			1		1	off	1		1	
133			1		1	Swiss Ave.				1
134			1	1		Swiss Ave.	1		1	
135		1			1	Swiss Ave.	1		1	
136	1				1	Micaville		1	1	
137				1		Ransom		1	1	
138					1	White Oak		1	1	
139					1		1		1	
140				1		Robertson	1		1	
141		1		1		Luther Dr.		1	1	
142					1	Newdale		1	1	
143			1	1		Woodlawn	1		1	
144			1		1	Woodlawn	1		1	
145	1				1			1	1	
146				1				1	1	
147				1		Shook Ck.		1	1	
148				1					1	
149	1				1	Little Pond		1	1	
150					1		1		1	
	15	13	7	26	85		31	75	104	6
	13.51%	11.71%	8.31%	23.42%	76.58%		29.25%	70.75%	94.55%	5.45%
	10.00%	8.67%	4.67%	17.33%	56.67%		20.67%	50.00%	69.33%	4.00%
				74.00%			70.67%		73.33%	

In what areas do you walk?

1. In the Square area and adjacent streets
2. Around old Burnsville school and up through town
3. Near friends' homes
4. In town
5. Roads
6. I take the kids and their bikes to the walking road however, I cannot rollerblade along with them as I used to do at the French Broad River Park in Asheville nor is it as scenic and inviting. I would LOVE something like that [French Broad River Park] or like the river walk in Bakersville or Spruce Pine! This town is so lovely but it really needs a meandering walking trail. I live outside of town on a curvy road where there is no safe place to walk for exercise or for my kids to ride bikes. We would be in town often if there was such a place.
7. Beach in Florida
8. Hiking trails
9. Forest
10. GO, BiLo, Electric Co.
11. Road
12. Road
13. In & around neighborhood
14. Other
15. Golf range

When you walk, what are your usual destinations?

1. Restaurant
2. Round Robin
3. Mailbox
4. Farmers' Market
5. Shopping
6. Road near home
7. Mowing lawn
8. Parents' house
9. Around town
10. GO, BiLo, Electric Co.
11. GO, BiLo, Electric Co.
12. GO, BiLo, Electric Co.
13. Reconciliation house, Electric Co., Domestic violence building
14. Pregnancy center
15. Just go where I can see the Mountains
16. Mailbox
17. Other
18. Bank

Why do you walk?

1. Socialize - folks stop and chat, especially since my dog is so friendly
2. Work-related
3. I can't 'hover' from vehicle to office. :)
4. Work
5. Mostly work
6. Outdoor work
7. Work-related
8. No other transportation
9. No other transportation & pregnant
10. No car
11. No car
12. Other
13. Other

14. Protect the environment
15. Taking kids to park
16. Work

What keeps you from walking more than you do now?

1. It would be nice to be able to go to the Bi-Lo shopping center but the walkway across 19 is too hazardous - many senior citizens do use this route and it should be made safer.
2. Not many places to push a stroller
3. Would like to have a park with walking trails to enjoy.
4. When you walk in town everybody wants to yell obscenities at you
5. [Marked no time / too busy] and lazy
6. As previously stated - I am 8 miles out of town on a curvy road which cars love to speed up and down - it is not safe.
7. Safety – ex. I would walk or ride bike to groceries if 19E intersection was safe & 19E [was safe].
8. Lazy & no time
9. Happy with what I'm doing!
10. Independence (no car)
11. Other
12. Need long distance flat roads, sidewalks to walk on
13. Dogs

What walking improvements would you like to see in Burnsville?

1. The new sidewalks are a huge improvement and attractive, too. But something should be done about the bricks around the Square. Some of them are badly heaved up and present a real hazard for tripping. And although I feel Burnsville is safe, I checked 'more police enforcement' because of the kids speeding up and down the streets at night and the loud noises they make. There are a large number of residents in the downtown area and the noise and speeding definitely detract from the quality of life for us. The '20 MPH' signs are a joke, as is the 'Quiet Zone' sign (which was stolen). Everyone is too intimidated to protest since they are afraid of retaliation. There is a definite improvement if the police drive through.
2. Bike trails
3. Park with walking trails.
4. I feel that we need to have a pedestrian crossing from Main Street to the BiLo Shopping Center; also the back streets need to be made more beautiful, for example, we need to have a sidewalk that goes all the way to the recreation park.
5. I would especially like a multi-use greenway-type trail where we could walk, ride bikes, jog and just enjoy nature. Boone has a trail of this type.
6. Easy path from Main Street to Street below for parking / shopping access.
7. A park/walking trail - paved with dirt offshoots for we more adventurous folk. I hear there used to be a RR track through here - can anything be done around there?
8. More green space with trails like Bakersville or Spruce Pine. Somewhere you can feel safe walking your family.
9. Clean streets are a real issue. It's amazing how [much] trash is found on the Main Street. In fact, I often avoid walking in certain sections due to the lack of walking area and the amount of trash one has to step over.
10. Better traffic flow, safer around Square to cross streets - very dangerous
11. Ok the way it is
12. Walking paths
13. Police officer needed when movie lets out & crosswalk to BiLo from Square
14. More curb cuts, sidewalks are too high in some places
15. Wider sidewalks
16. We have enough sidewalks & crosswalks

Why do you / don't you walk to work/school?

1. N/A - am retired
2. Too far

3. Retired
4. Work is too far
5. Retired
6. Retired. So the above does not apply for me.
7. Would be on 19E - no sidewalk, unsafe.
8. No sidewalks
9. Sidewalks/crosswalks not sufficient. I feel that it is dangerous with traffic
10. I live about 40 miles from where I work and go to school
11. No sidewalks to Burnsville Elementary or Mayland / Medical Campus
12. Lazy
13. Because there is no place to do it safely
14. There are not sidewalks near my home
15. No pedestrian access on 19E
16. Retired
17. [I do walk to school be]cause it takes 2 minutes
18. Too far away
19. 7 miles - too far
20. Retired
21. Retired
22. Too far

Please list any problems in Burnsville that limit how much or how often you walk.

1. Sidewalks are too narrow, merchants fill sidewalks with merchandise and you have to go into the street to get around it. I live near the city limit on Pensacola road and it is 3/4 of a mile from the city limit to the beginning of any sidewalks. Often employees of the nursing home walk to and from work on Pensacola road on a very narrow shoulder with cars usually exceeding the 35 MPH speed limit by 10-15 MPH. Power poles in the middle of sidewalks are annoying.
2. Crossing over to stores on the other side of the Highway is dangerous. Also walking along the highway feels dangerous because there is really no barrier to protect you from cars. Business owners downtown always block sidewalks with merchandise so you have to walk in the street.
3. Grade of streets, crosswalks in areas (around Hilltop Restaurant) where one cannot see oncoming vehicles, lack of YIELD signs on pavement around the square, placing walkers in harm's way. Lack of decent sidewalks in some areas such as going to CVS or BiLo Grocers.
4. Walkway across 19 should be improved
5. The sidewalks, Down by the DMV/SHP office half the sidewalk is missing. There are drop-offs. Not very easy when you have a child in a stroller. The grass/weeds are not cut away from the sidewalks. So on and so on...
6. Drivers don't pay attention to people crossing
7. The traffic, no one will stop to let me cross the road at a crosswalk.
8. The traffic on North Main Street is going to fast for road conditions. The Park is on this street and it needs to be patrolled in the summer months.
9. The Yancey Co. Health Dept., Mayland campus, and Mission Family Medical offices are located just outside of town, where there are no connecting sidewalks. Would like to see a connecting walkway and/or bike trail to town limits and to the high school, at a minimum.
10. Speeding on side roads (Depot Street) Having obscene things screamed at you (Pineswamp)
11. Incomplete sidewalk connections...drivers do not respect pedestrians
12. Cars drive way too fast & do not yield to pedestrians at crosswalks
13. Speeding vehicles. Dogs.
14. People yelling at you while walking in town, speeding up and down on streets, loud boom box radios in the cars that jar you to death.
15. There are several side walks that are falling apart and are somewhat dirty.
16. There are not enough sidewalks on Main Street. There are no sidewalks on 19.
17. There are no sidewalks in my neighborhood, the roads are narrow and the cars drive too fast.
18. Lack of parking downtown
19. Sidewalks do not always connect all roads into and out of town.

20. Sidewalks are in poor repair, not wide enough, no barrier and drivers are ignorant of pedestrians - don't stop at crosswalks, speed, etc.
21. Nothing feels inviting enough for me to drive all the way in.
22. Not enough sidewalks or areas to walk.
23. All of the ones listed on your survey. In addition I feel there needs to be more driver education with respect to walkers and bike riders. I would love Burnsville to become designated as walker and bike friendly. This should happen soon.
24. Not enough sidewalks
25. Access to it from county job site, green space
26. I think we need new sidewalks all the way through town, not just on the Town Square. I think it would help to have signs around the square for traffic a lot of people from out of town do not stop or yield on the Square.
27. I would walk a great deal more if things were easier to walk to. It is not convenient to walk to Post Office, grocery stores, pharmacy, Tag Office, etc. The town is not set up in such a way to encourage walking. Many of the crosswalks are in blind areas to traffic, and it is dangerous to cross the street. Hardly any traffic yields to pedestrians, not even the police.
28. Don't have any problems at all really. Maybe once I get older!
29. Lack of sidewalks keeps me from running errands, visiting library, etc. when car in for service, or similar things requiring "waiting time" in Burnsville.
30. Sidewalks end shortly out of square - can't get to Post Office
31. Can't get across [19E] Bypass safely, not enough sidewalks in town
32. Drivers don't yield to pedestrians
33. Live too far out
34. I live on Cattail Road [too far out]
35. We are in need of a more beautiful walk when going to the Burnsville pool or playhouse (ex. Benches, lighting, trees)
36. Not enough sidewalks at 19E
37. Only one street light.
38. Traffic on the road and no sidewalk to walk on
39. Without crosswalks, it is difficult to walk around town; with them it's easy.
40. Sidewalks
41. Lack of pedestrian awareness by drivers. Difficult for elderly and/or disabled to cross.
42. Sidewalks are not wide enough & are in poor repair in places. Too many gravel driveways cross sidewalks producing tripping hazards. In some instances (Green Mtn. Dr.) private shrubbery has taken over sidewalk & there are 5' drops to yard from sidewalk without barrier.
43. No shoulder on my street, so nowhere to go if two cars meet. Traffic on side streets is bad and there are no shoulders. You have to walk in the street, and that's not good. Robertson St. and W. Glendale which I would like to walk more but the traffic on these 2 streets is too heavy for safe walking.
44. No walkways on 19E
45. I don't live in city limits so a lot of these don't apply to me since I walk mostly near my home
46. Autos do not yield to pedestrians, even at official crosswalks
47. Street cleanness - need wider sidewalks - need people/strangers - not protective enough!
48. I used to walk about 5 miles a day. If I had a walking path, I could walk more.
49. Dogs - we have one in our neighborhood that you cannot go to your mailbox without barking (a lot) at you, a lot of times dogs are loose

Do you have any ideas you think would make Burnsville more "walkable"?

1. a. Definitely sidewalks from the nursing home into town – that would also help the residents of Woodland apartments.
- b. A pedestrian overpass, or underpass at the [19E] Bypass and South Main street.
- c. Extend McIntosh Street with a walkable grade to connect with another downtown street and put sidewalks on it, so walkers can make a circle from the Town Square, to the new library area and back.
- d. Widen all the sidewalks where possible.
- e. Require any new construction in the city limits to include a sidewalk.

- f. Prevent merchants from blocking sidewalks. Especially Blue Ridge Hardware, which has plenty of room in front to display lawnmowers but uses the sidewalk as well.
- g. Put power lines underground so the sidewalks don't have power poles obstructing them
- 2. a. Create sidewalks or at least pathways for busy roads.
- b. Keep store merchandise off the sidewalks or at least not blocking it.
- c. Make areas along the highway more attractive and safe.
- 3. Make the downtown area off-limits to big trucks. They speed through to avoid the traffic/lights on 19 and are noisy and a potential hazard.
- 4. A lot of work!! On the town and everyone in Burnsville!!
- 5. a. More crossing lights
- b. More speeding tickets
- 6. a. Specific pedestrian cross walks (with signs that say it's the law for people to stop for pedestrians), maybe it can be watched by town police for a short period and they can ticket those not stopping.
- b. I also think a walking/bike riding trail somewhere would benefit many!
- 7. When making the new Hwy 19E highway expansion, I would like [for the DOT] to include bike lanes and sidewalks, and include trees and/or shrubs to separate walkways from the road, which is a very busy highway.
- 8. I'm not just looking at this as a Burnsville city limits sort of thing. We used to walk in the city limits but we just stopped. Because it was easier to walk at the house. But now it doesn't seem safe to walk anywhere. Maybe we should send more law enforcement officials around on the roads around city limits also. Just to keep an eye out.
- 9. a. We need police to enforce speed limits and pedestrians' rights.
- b. We need safe ways to cross hwy 19 from the town center to the shopping centers
- 10. Better police watch. Have them get out of the cars and walk the streets and they can better observe pedestrian safety issues. Also having a visible presence on the sidewalks would make drivers more aware of driving the speed limit and observing laws.
- 11. a. Walking trails.
- b. Better lighting.
- 12. Make an area to walk like Lake Louise in Weaverville or Beaver Lake in Asheville, or the parks on Amboy Road to walk in peace and quiet and not have to worry about everyone yelling at you or being afraid of being hit by a car speeding up and down the road.
- 13. a. If we added benches and trees to our sidewalks it would create a wonderful place to rest and add a more small-town touch to Burnsville.
- b. Also when the Yancey Theater lets out pedestrian assistance is needed, especially for the small children (that is a very dangerous place for kids to cross)
- 14. Put in sidewalks to connect each business to the next.
- 15. I would love to have a greenway-type trail that connects the town sidewalks with 'green spaces'. I walk more for enjoyment and exercise than for convenience. I might walk to do errands like going to the post office if the sidewalks extended that far. I also would like for there to be a safe place for my young children to ride their bikes while I walk.
- 16. Create additional areas to park and walk Downtown
- 17. It would be great to have a park or designated place for residents to walk, day or evening. It should include a trail or path, free of obstacles and lighted for evening. It would also need to be located in a safe area or an area patrolled by law enforcement.
- 18. a. Improved network of sidewalks to destination points
- b. Wider sidewalks, preferably with a barrier between the sidewalk and the traffic
- c. Driver education
- d. Improved enforcement of pedestrian rights.
- 19. Suggested during previous responses
- 20. I feel like sidewalks should be completed on the South and North sides of Main Street. Although I do not know the home owner of the older brick home on West Main, it appears that many, many years ago, the owner expected a sidewalk when he built his walkway which ends in his lawn where a sidewalk should be. On East Main there is a sidewalk down the South side of the roadway, and then it changes to the other side without a cross walk.

21. A green way down by the river with a ball field and playground would be nice. The area where Altec went in would have been an awesome place.
22. a. Pick up the trash, people(everyone). There's just no excuse for littering. It's just a sign of ignorance and a lack of respect for one's environment. It's ugly and can lead to accidents if a walker has to avoid bags of fast food garbage and empty soda bottles.
- b. Good attractive signage stating that drivers are entering a 'Safe Pedestrian Area'. And better yet a sign stating that Burnsville is a Healthy Community!
23. Have a media campaign of 'pedestrian right of way' to educate drivers once new sidewalks are made.
24. Green space
25. a. More sidewalks
- b. More benches
- c. More lighting
26. a. More sidewalks
- b. Better crosswalks
- c. Education about pedestrians having right-of-way
- d. More of a centralized town space, where you could park your car once and walk to Post Office, grocery, pharmacy, library, municipal offices, etc.
- e. More green/park space in center of Town.
27. No I'm well satisfied with the way it is now, maybe a little sprucing up leading into town like maybe some holiday banner on the light poles or telephone poles for the approaching seasons/upcoming events etc.
28. Sidewalks, sidewalks, sidewalks.
29. a. Connecting destinations with sidewalks, ie square to post office, groceries, utilities, fitness center, laundromats.
- b. Lots of green space, more trees, gardens along sidewalks & walkways.
- c. More murals along walks.
30. a. More / better sidewalks
- b. Pedestrian overpass to BiLo / Ingles
31. Streets that join Main Street aren't marked for pedestrian crossings
32. More sidewalks and short-distance trails
33. Better / safer crossing
34. Need level walking paths. Not everyone can walk up the inclines but could walk if level walks were available.
35. a. Crosswalks are needed at BiLo/CVS intersection.
- b. Police when movies let out.
- c. Trees & benches added to the town streets.
- Thank you for putting out the effort to help the town.
36. More sidewalks to extend down the street
37. No
38. Yes maybe it will make bicycling easier
39. a. Sidewalks,
- b. crosswalks
40. More sidewalks
41. More sidewalks
42. Sidewalks along the road
43. More sidewalks
44. a. More sidewalks
- b. More red lights
45. Sidewalks along the road
46. More sidewalks
47. a. Increased greenway space
- b. Improved network of wide sidewalks separated from road by natural barrier - i.e. grass, landscaping
- c. Pedestrian awareness campaign
- d. Bumpouts at crosswalks

- e. Increased police enforcement / partnership in effort
- 48. a. More crosswalks on Main Street.
- b. Gravel cleaned from driveways on N. Main.
- c. Drivers should be easier to see and slow for crosswalks. They are NOT SO EASY to see on Main Street and around Square if you are driving.
- 49. Almost all intersections in town have too many trees and shrubs around them blocking the view of the street in both directions making it almost impossible to see cars that are coming. Examples at Burger King, Roses, the street that goes by Hardee's to W. Main, the street that goes from the Bypass up by McDonald's to W. Main big rail at public parking lot blocks view of traffic coming down. All intersections in town need to be cleared of visual obstructions!
- 50. Walking path and bike trails to the Health Dept. / Medical Complex and to the High School
- 51. Safe walking/biking trail from Burnsville to Health Dept. / Mission Family Medical / High School. Many of our clients have transportation problems and would walk/bike if there were improved access (or better bus/van service).
- 52. More safety protection!!!
- 53. Less buildings more trees
- 54. No parking on south side of street between Hilltop Restaurant and the theater. Make it a low growing garden strip (tapered down from Hilltop to narrow strip near entrance to parking area). It is dangerous to cross there from south to north (one child was killed there years ago).
- 55. a. Pedestrian signals or 'flags' to be carried;
- b. Benches for older walkers to rest;
- c. A path / bike lane to the High School and Elementary School;
- d. An organized walking group (like a team) to walk to school or work
- 56. A marked walking route, up to 3 miles (1 1/2 mile each way loop)
- 57. Trails near work places such as the new medical campus
- 58. I think Burnsville is very walkable now. We just need to fix what we have. I'm not for adding anymore sidewalks. I think by putting sidewalks in the neighborhoods you will increase the crime. We do not need to add anymore work for our police department.

If you are a student, what school do you attend?

- 1. Appalachian State University
- 2. Arthur Morgan School (AMS)
- 3. Spruce Pine Montessori School (SPMS)

If you are employed, where do you work (nearest intersection or city/town)?

- | | |
|---|------------------------------------|
| 1. Crestview Rd. and 19E | 21. At home [outside Town Limits] |
| 2. Burnsville | 22. East Main |
| 3. Burnsville | 23. Medical Campus Drive |
| 4. Spruce Pine, NC | 24. Burnsville |
| 5. Mitchell Branch Road | 25. Burnsville |
| 6. Burnsville | 26. Downtown |
| 7. Burnsville & Spruce Pine | 27. Yancey Co. Health Dept. |
| 8. Burnsville | 28. TRAC |
| 9. Burnsville | 29. Yancey Co. Health Dept. |
| 10. Burnsville | 30. Yancey Co. Health Dept. |
| 11. Jim Hughes & Associates, P.A. | 31. West Main & 19E Bypass |
| 12. Spruce Pine | 32. Someone's home |
| 13. Burnsville Chamber of Commerce | 33. Burnsville Elementary |
| 14. Medical Campus Drive | 34. SPCH Fitness & Rehab |
| 15. Burnsville | 35. Downtown |
| 16. Burnsville | 36. Burnsville Chamber of Commerce |
| 17. DSS | 37. David's Limited |
| 18. Self employed - Asheville & Downtown Burnsville | 38. Town |
| 19. Town Square | 39. City |
| 20. Near DOT Burnsville | 40. Retired |
| | 41. Burnsville |

42. YCHD
43. Health Dept.
44. YCHD
45. YCHD
46. 1/2 block from Square
47. Spruce Pine Hospital
48. Town of Burnsville
49. S. Main at 19E intersection

50. Downtown
51. Burnsville
52. Burnsville
53. Town of Burnsville
54. Town Square
55. Burnsville
56. County

What street do you live on?

1. Wid Smith Rd.
2. Summit
3. West Main
4. 19E
5. Out of City
6. Spruce Pine
7. Pineswamp
8. Troutlilly
9. Main Street
10. Three Quarter Creek Road
11. Ferguson Hill
12. West Main Street
13. Possum Trot
14. Walnut St.
15. Nat Howell Forge Road
16. Laurel
17. Glendale Avenue
18. Licksillet
19. Cloverleaf Lane
20. Cane River Sch Rd
21. Jacks Creek
22. Scronce Creek
23. Robertson
24. Byrd Branch
25. Orchard
26. Hidden Creek Lane
27. Plum Branch Road
28. Charlie Brown Road
29. West Glendale Ave
30. Scronce Creek Rd.
31. Rock Blvd.
32. Edgemoor St.
33. Walnut
34. Green Mtn. Dr.
35. Dove Hill Rd.
36. Pine Swamp
37. Rice Road
38. Meadowood Ln.
39. Dee Silvers Ln.
40. Pine Cone Lane
41. Bolens Creek

42. Walnut St.
43. Three Quarter Creek
44. Bear Wallow
45. Nat Howell Forge Rd
46. 80 South
47. Summit St
48. Poplar Grove
49. Pine Swamp
50. Wheeler's Trailer Park
51. Wheeler's Trailer Park
52. Wheeler's Trailer Park
53. Wheeler's Trailer Park
54. Lincoln Park
55. Mark Park
56. Bill Young
57. Bill Young TP
58. Bill Young TP
59. Lincoln Park
60. Cloverleaf Lane
61. 19E
62. West Glendale Ave.
63. West Glendale Ave.
64. Schronce Ck.
65. Spruce Pine
66. Hannah Br.
67. Hannah Br.
68. Hannah Br.
69. off Academy
70. Swiss Ave.
71. Swiss Ave.
72. Swiss Ave.
73. Micaville
74. Ransom Silver Rd.
75. White Oak Rd.
76. Robertson
77. Luther Dr.
78. Newdale area
79. Woodlawn Ave.
80. Woodlawn Ave.
81. Shook Ck.
82. Little Pond Dr.

Do you have any physical disability that can affect your safety as a pedestrian? If so, please describe.

1. Must walk slowly due to knees
2. My son does.

3. AFO Left Leg
4. Diabetes
5. H/O Knee replacement, osteoarthritis, poor vision
6. Bad knee
7. Yes

Town of Burnsville - Sidewalk Inventory
April 2003

Road Name	Road Information			Sidewalk Information								
	Boundary Streets	Posted Speed	Number of Lanes	Continuity	Material	Surface Condition	Sidewalk Width	Buffer Width	Curb Ramps	Adequate Lighting	Need Marked Crosswalks?	Isolated Problem Spots
Avery Street	North Main Street to Academy Street	<30 mph	<3	One side continuous and one side partial	Asphalt / Concrete	Good	5' to 7'11"	None	Some	Some	No	Yes
Court Street	West Main Street to West Boulevard	<30 mph	<3	One side partial	Asphalt / Concrete	Good	5' to 7'11"	4' or more	None	Some	No	Yes
East Main Street	Town Square to Hunter Street	<30 mph	<3	Both sides partial	Asphalt / Concrete	Fair	Not listed	Not listed	None	Some	Yes	Yes
Green Mountain Drive	North Main Street to School Circle	<30 mph	<3	One side continuous	Asphalt / Concrete	Fair	5' to 7'11"	4' or more	None	None	Yes	Yes
North Main Street	Town Square to Green Mountain Drive	<30 mph	<3	Both sides partial	Asphalt / Concrete	Fair	8' or more	4' or more	Some	Some	Yes	No
School Circle	Green Mountain Drive	<30 mph	<3	One side continuous and one side partial	Asphalt / Concrete	Poor	5' to 7'11"	None	None	None	Yes	Yes
South Main Street	Town Square to East Boulevard	<30 mph	<3	Both sides continuous	Asphalt / Concrete	Good	5' to 7'11"	4' or more	None	Some	No	Yes
West Main Street	Town Square to Swiss Avenue	<30 mph	<3	Both sides partial	Asphalt / Concrete	Fair	5' to 7'11"	4' or more	Some	Some	Yes	Yes
West Main Street	Swiss Avenue to Love Fox Road	<30 mph	<3	One side continuous and one side partial	Asphalt / Concrete	Poor	5' to 7'11"	None	Some	Some	Yes	Yes

Town of Burnsville - Sidewalk Inventory
April 2003

Road Name	Crosswalk	Problem Spots
Avery Street		Not handicap accessible, create ramps on existing sidewalks
Court Street		Sidewalk needs to be extended to East/West Boulevard
East Main Street	Need crosswalks as appropriate	Heavy pedestrian and car traffic, need two side continuous sidewalk
Green Mountain Drive	Need crosswalk to Kid Mountain and new library	Lots of private drives with no curb ramps, steep dropoffs make handrails necessary in some spots, dangerous for pedestrians, poor lighting, moderate traffic
North Main Street	Not listed	Need parking bumpers to prevent parked cars from blocking sidewalks
School Circle	Need crosswalk Kid Mountain to Green Mountain Drive	Inadequate lighting, make a continuous sidewalk to loop around circle, traffic increases during Parkway Playhouse season, site of new library
South Main Street		Need curb ramps for handicap accessibility
West Main Street	Crosswalks needed into the Square	Crosswalk in front of visitor center empties into parking lot, merchants block sidewalk, high traffic volume in front of visitor center - need pedestrian bump-outs to increase visibility around parked cars
West Main Street	Not listed	Busy road; 10" dropoff at end of sidewalk; heavy pedestrian traffic; need appropriate entrances to commercial areas; need handicap accessibility; sidewalks needed both sides to connect commercial businesses, post office, utilities, factory, and fitness center

Town of Burnsville - Sidewalk Inventory
September 2006

Road Name	Road Information			Sidewalk Information								
	Boundary Streets	Posted Speed	Number of Lanes	Continuity	Material	Surface Condition	Sidewalk Width	Buffer Width	Curb Ramps	Adequate Lighting	Need Marked Crosswalks?	Isolated Problem Spots
Avery Street	North Main Street to Academy Street	<30 mph	<3	One side continuous and one side partial	Asphalt / Concrete	Good	5' to 7'11"	None	Some	Some	Yes	Yes
Court Street	West Main Street to West Boulevard	<30 mph	<3	One side partial	Asphalt / Concrete	Fair	5' to 7'11"	4' or more	None	Some	No	Yes
East Main Street	Town Square to Hunter Street	<30 mph	<3	Both sides partial	Asphalt / Concrete	Fair	5' to 7'11"	<4'	None	Some	Yes	Yes
Green Mountain Drive	North Main Street to School Circle	<30 mph	<3	One side continuous	Asphalt / Concrete	Fair	5' to 7'11"	4' or more	None	None	Yes	Yes
North Main Street	Town Square to Green Mountain Drive	<30 mph	<3	Both sides partial	Asphalt / Concrete	Fair	8' or more	4' or more	Some	Some	Yes	Yes
School Circle	Green Mountain Drive	<30 mph	<3	One side partial	Asphalt / Concrete	Poor	5' to 7'11"	None	None	None	Yes	Yes
South Main Street	Town Square to East Boulevard	<30 mph	<3	Both sides continuous	Asphalt / Concrete	Good	5' to 7'11"	4' or more	None	Some	No	Yes
West Main Street	Town Square to Swiss Avenue	<30 mph	<3	One side continuous and one side partial	Asphalt / Concrete	Good	5' to 7'11"	4' or more	Some	Some	No	Yes
West Main Street	Swiss Avenue to Love Fox Road	<30 mph	<3	Both sides partial	Asphalt / Concrete	Fair	5' to 7'11"	None	Some	Some	No	Yes

Town of Burnsville - Sidewalk Inventory
September 2006

Road Name	Crosswalk	Problem Spots
Avery Street	Need crosswalk at intersection with North Main Street	Not handicap accessible, create ramps on existing sidewalks
Court Street		Sidewalk needs to be extended to East/West Boulevard
East Main Street	Crosswalk at Square needs repainting	Busy road with heavy pedestrian traffic, complete sidewalks needed on both sides
Green Mountain Drive	Need crosswalk to Kid Mountain and new library from existing sidewalk	Lots of private gravel drives, create concrete driveway aprons with curb ramps as needed Steep dropoffs, install handrails in these areas Install pedestrian-scale lighting as needed to make pedestrians more visible to drivers
North Main Street	Need crosswalk to Ray-Cort Park from existing sidewalk	Need parking bumpers to prevent parked cars from blocking sidewalks especially at DMV and need to delineate sidewalk in this area
School Circle	Need crosswalk Kid Mountain to Green Mountain Drive existing sidewalk and Parkway Playhouse	Inadequate lighting, install pedestrian-scale lighting as needed Make a continuous sidewalk loop around Circle, whether on the left or right of the flow of traffic Vehicular and pedestrian traffic increase during Parkway Playhouse season Site of Kid Mountain park and future library - children present
South Main Street		Area between East/West Boulevard and US 19-E unsafe for pedestrians
West Main Street		Crosswalk in front of Visitor's Center empties into parking lot, provide safe area for pedestrians within parking lot Merchants block sidewalk, enforce ordinance prohibiting obstructions (Section 7-1-b) High traffic volume in front of Visitor's Center with limited visibility of pedestrians around parked cars, install bulbouts
West Main Street		Busy road with heavy pedestrian traffic, sidewalks needed on both sides to connect commercial businesses, Post Office, utilities, fitness center, etc.

APPENDIX B

Selected Elements of the Transportation Plan

Yancey County and the Town of Burnsville

Introduction

THE LIVABILITY AND ECONOMIC DEVELOPMENT OF AN AREA CAN BE GREATLY INFLUENCED BY HOW EFFICIENTLY AND EFFECTIVELY THE TRANSPORTATION SYSTEM PROVIDES FOR TRAVEL DEMANDS, AND HOW WELL THE TRANSPORTATION NETWORK IS LINKED WITH LAND USE AND DEVELOPMENT PATTERNS. IF THE TRANSPORTATION SYSTEM SUCCEEDS IN PROVIDING THE MEANS FOR THE QUICK AND CONVENIENT MOVEMENT OF PEOPLE AND GOOD, THE AREA'S POTENTIAL FOR ECONOMIC GROWTH IS GREATLY ENHANCED. IT IS NECESSARY THAT THE TRANSPORTATION SYSTEM NOT ONLY MEET EXISTING TRAVEL DEMANDS BUT ALSO PROVIDE FOR FUTURE TRAVEL NEEDS. THIS DOCUMENT EXAMINES THE ANTICIPATED NEEDS OF YANCEY COUNTY AND THE TOWN OF BURNSVILLE FOR THE NEXT THIRTY YEARS.

MOST OF THE PROPOSED HIGHWAY IMPROVEMENTS WILL BE THE RESPONSIBILITY OF THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION. HOWEVER, THE COUNTY AND TOWN CAN ASSIST IN THE IMPLEMENTATION OF THE TRANSPORTATION PLAN THROUGH THEIR LAND USE AND DEVELOPMENT PLANNING EFFORTS, INCLUDING ADOPTION OF APPROPRIATE REGULATIONS, STANDARDS AND GUIDELINES. FURTHER, THE LOCAL GOVERNMENTS MAY CHOOSE TO PROCEED WITH AND COORDINATE MORE DETAILED PLANS AND STUDIES AS OUTLINED IN THIS DOCUMENT. THE TRANSPORTATION PLAN, ONCE ADOPTED BY THE COUNTY, TOWN AND BOARD OF TRANSPORTATION, SHALL SERVE AS A MUTUAL OFFICIAL GUIDE IN PROVIDING A COORDINATED, SUFFICIENT AND ECONOMICAL MULTI-MODAL TRANSPORTATION SYSTEM FOR THE AREA.

PURPOSE OF PLANNING

THE MAIN GOAL OF TRANSPORTATION PLANNING IS TO ENSURE THAT THE TRANSPORTATION SYSTEM WILL BE DEVELOPED IN AN APPROPRIATE AND TIMELY MANNER TO SERVE FUTURE TRAVEL NEEDS. A PRIMARY CONSIDERATION IS TO PLAN FOR IMPROVEMENTS SO THAT, WHEN THE NEED ARISES, OPPORTUNITIES EXIST TO MAKE THE NEEDED UPGRADE. ANOTHER CONSIDERATION IS TO ENSURE THAT LAND USE AND DEVELOPMENT DECISIONS ARE COORDINATED WITH TRANSPORTATION PLANS, RATHER THAN POSSIBLY CONFLICT WITH THEM. LAND USE AND TRANSPORTATION PLANS SHOULD SERVE TO GUIDE DEVELOPMENTS TO

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WHERE THEY CAN BE MOST EFFECTIVELY SERVED, WHETHER BY LOCAL UTILITIES
AND SIDEWALKS OR STATE ROADS AND BIKE PATHS.

Inventory of Existing Transportation Systems

ROADWAYS

The roadway system in Yancey County consists primarily of narrow and curvy two lane roadways without shoulders. Many of these roadways are along rivers, creeks and streams, or extend up small valleys and hollows. Very few roadways interconnect, which is a common situation within the mountain region, due to topographic constraints.

By functional classification US19E is the one major arterial highway in the county. The Blue Ridge Parkway is classified as a minor arterial but, by both location and the specialized nature of that roadway, it does not fulfill this function for county traffic. US19W, NC197 and NC80 are classified as major collector roadways.

NCDOT's standards for highway design call for eleven foot lanes on all major arterial highways and all roadways with traffic volumes greater than 2,000 vehicles per day. A minimum lane width of nine feet can be acceptable for collector roads carrying fewer than 4,300 vehicles per day. However, minimum acceptable lane widths must also take into account other factors, such as alignment and curvature, design speeds and accommodation of large vehicles.

Road Section	Length (miles)	Exist Cross Sec	Exist ROW	Practical Capacity	2000 ADT	2020 ADT ¹	Recommended Cross Sec
NC80							
McDo Co – PNF Bdry	7.72	18 (2 ln)	60	8,000	910	800	Adeq
PNF Bdry – SR1435	7.78	19 (2 ln)	60	8,000	4,700	3,300	24 (2 ln) ²
SR1435 – SR1424	0.05	18 (2 ln)	60	8,000	NA	1,400	Adeq
SR1424 – Mitchell Co	2.45	18 (2 ln)	60	8,000	1,100	900	Adeq
NC197							
Buncombe Co – SR1101	5.00	14 (2 ln)	60	5,000	290	300	Adeq
SR1101 – PNF Bdry	9.20	20 (2 ln)	60	8,000	1,250	1,600	Adeq
PNF Bdry – NB US19E	2.35	18 (2 ln)	60	8,000	4,600	1,600	Adeq
US19E – Mitchell Co	10.40	20 (2 ln)	100	8,000	4,600	3,600	Adeq
US19							
Madison Co – 0.85 miles	0.85	22 (2 ln)	60	13,000	NA	11,000	TIP R-2518
0.85 miles – US19E-W	4.04	24 (2 ln)	350	13,000	8,200	11,000	TIP R-2518
US19W							
US19 – Intersection	0.44	22 (2 ln)	60	9,500	NA	1,100	Adeq
Intersection – SR1354	14.62	20 (2 ln)	60	8,000	1,100	1,100	Adeq
SR1354 – TN state line	7.23	18 (2 ln)	60	8,000	330	100	Adeq
US19E							
US19 – SR1136	2.29	24 (2 ln)	350	13,000	8,900	15,300	TIP R-2518
SR1136 – SR1115	0.44	24 (2 ln)	220	13,000	8,900	15,300	TIP R-2518
SR1115 – WCL Burnsville	1.77	24 (2 ln)	180	13,000	15,000	15,300	TIP R-2518
WCL Burnsville – Mitchell Co	10.16	24 (2 ln)	150	13,000	19,000	14,300	TIP R-2518

¹ 2020 ADT as projected in the "Thoroughfare Plan for Region D", September 1993

² Lane width as recommended in the "Thoroughfare Plan for Region D", September 1993

GOODS AND FREIGHT MOVEMENT

The main route for the movement of goods and freight into, from and through Yancey County is US19E, which is part of the North Carolina Intrastate Highway System. Currently two lanes, US19E is slated to become a four lane median divided highway as part of TIP project R-2518. This corridor provides direct access to I-26 and indirect access to I-40.

The US19E corridor is and will continue to be the key to most industrial and commercial development within the county. Most of these types of development are planned for the area between the western edge of Burnsville and the eastern edge of Micaville. This concentration of high intensity development is proposed to make efficient use of water and sewer resources and available lands along this vital highway.

Another important route is NC80 between US19E and the Pisgah National Forest. Most shipments along this route serve less intensive retail and other commercial developments, although truck movements associated with a quarry operation are also present. This segment of NC80 will remain two lanes but it is proposed that the lanes be widened from 9.5 feet to 12 feet in part to better accommodate large vehicles.

The NC80 corridor is and will continue to be an important area for residential, seasonal residents and tourist-oriented development. NC80 also provides direct access to the Blue Ridge Parkway and, via the Parkway, to Mt. Mitchell State Park. It is of great importance that the county's land use plans achieve a balance between land development and preservation of natural and community resources along NC80. The quality of life and the scenic and cultural context along the corridor will have substantial effects on community stability, tourism and sustainable economic development.

Corridor management in general, and access management in particular, can protect and preserve the mobility that makes these corridors valuable, which in turn enhances and supports appropriate economic development along them.

ACCESS MANAGEMENT

Neither the Town of Burnsville nor Yancey County has access management standards more stringent than the state minimum. In developed areas, driveways are often frequent, closely spaced and overly wide. For some commercial properties fronting US19E virtually the entire frontage functions as a driveway.

The limited access management standards along arterials and collectors can degrade the level of service and reduce mobility. Excessive, poorly located and oversized driveways also present a safety concern for drivers, bicyclists and pedestrians using a roadway. Poorly managed access for existing developments is of particular concern within and around Burnsville on US19E.

TRANSIT

The Yancey County Transportation Authority (YCTA) provides deviated fixed-route, subscription and dial-a-ride transportation services for residents of Yancey County. Hours of operation are from 7:15 a.m. to 4:30 p.m., with office hours from 8:00 a.m. to 4:30 p.m., Monday through Friday.

General public shuttle service is offered twice daily within the Town of Burnsville and weekly for shopping and medical appointments to the cities of Asheville, Celo, Spruce Pine and Bakersville in neighboring counties. The YCTA also provides van services to the Council on Aging. The Authority does not provide transit or vanpool services for work trips outside of the county.

BICYCLE TRANSPORTATION

Whether by individuals, families, small groups or large organized rides, bicycle touring is of increasing importance to mountain region tourism. Yancey County, with its natural beauty, cultural heritage and mountainous terrain is a magnet for many outdoor activities, including bicycling. Further, the compact development of Burnsville, Micaville and other communities makes the bicycle a viable alternative to the car as a mode of transportation.

One NCDOT designated bike route passes through Yancey County. This is the "Mountain Connector" which connects the two main bike routes – "Mountains to the Sea" and "North Line Trace" – along the Blue Ridge Parkway. Yancey County's only direct access to this route is along NC80.

Bicycle facilities are part of the US19E project (R2518). Portions of the roadway within Yancey County are planned to have wide paved shoulders approximately 4 feet wide to accommodate bicyclists. Within Burnsville, current plans for US19E call for dedicated bike lanes approximately 4 feet wide.

Improvements to a portion of NC80 proposed in the 1993 Thoroughfare Plan for Region D include construction of wide paved shoulders. The county is considering a greenway plan as part of a possible rails-to-trails project. Based on their use by organized bicycle touring groups, several roadways have been identified as being important to bicycle transportation within Yancey County.

PEDESTRIAN TRANSPORTATION

Yancey County is very rural and mountainous, and many residents do not live close enough to work, shopping or services for pedestrian facilities to be effective. Throughout most of the county pedestrians walk along the roadway shoulder or in the roadway itself. However, within the Town of Burnsville and the Micaville community destinations do exist within walking distance of many residents, and some facilities are available.

Most of Burnsville, from the town square south to US19E and west through most of the town core, has a sidewalk and crosswalk network. This network is not complete and in

many areas does not meet Americans with Disabilities Act standards for width or curb ramps. Currently, no sidewalks are present along US19E but sidewalks along both sides are planned as part of R-2518. Although it has some pedestrian activity centers, the Micaville community does not have a sidewalk or crosswalk network.

Current TIP Projects (2002-2008 TIP)

Highway Projects (* INDICATES INTRASTATE SYSTEM PROJECT)		
R-2518 *	US 19	I-26 (US 23) TO SR 1336. Widen to multi-lane facility. <i>Right of Way – 2003-04</i> <i>Construction – 2005-06</i>
R-2519 *	US 19E	SR 1336 to existing multi-lane section west of Spruce Pine. Widen to multi-lane facility (includes B-3268). <i>Right of Way – 2003-06</i> <i>Construction – 2005-08 (and post TIP years)</i>
R-4046	Various	Guardrail installation and safety improvements <i>Construction – 2002-03</i>
R-3817	Blue Ridge Pkwy	PRA-BLRI 12 MN – drainage rehabilitation <i>Under construction</i>
Bridge Projects		
B-1443	NC 197	North Toe River. Replace bridge No. 61. <i>Right of Way – 2002</i> <i>Construction – 2003</i>
B-2848	SR 1304 SR 1340	North Toe River. Replace bridge No. 143. <i>Right of Way – 2002</i> <i>Construction – 2003</i>
B-3089 No. 15	NC 80	Creek. Replace bridge No. 59 and remove bridge (B-1283) <i>Under construction</i>
B-3094	NC 197 FH 18	Branch, Pisgah National Forest, PFH 18-2(1) Replace bridge No. 16. <i>Unfunded project</i>
B-4330	SR 1158	Creek. Replace bridge No. 289. <i>Right of Way – 2004</i> <i>Construction – 2005</i>
B-4687	SR 1411	Little Creek. Replace bridge No. 105 <i>Right of Way – 2007</i> <i>Construction – 2008</i>

Enhancement Projects

E-4583 Burnsville Enclose a portion of the Yancey County Visitor Center to form a transportation museum, and to acquire transportation artifacts.

Under construction

Identified Needs and Goals

SAFETY STUDIES

BURNSVILLE TOWN SQUARE ROUNDABOUT STUDY

The very historic and scenic town square in the heart of Burnsville currently functions in much the same manner as a traffic circle. North, South, East and West Main Streets all intersection around the square, and along this one way rotary are several driveways as well as parallel, angled and head-in parking. Vehicles entering the square have the right of way, which makes both vehicular use of the square and pedestrian crossings difficult. Wide lanes and large curve radii allow vehicles to travel at speeds well above the posted speed.

The town should consider redesigning the square to function more like a modern roundabout, albeit one which includes on-street parking. With modern roundabouts vehicles already traveling around the square have the right of way, which smoothes traffic flow and may better accommodate pedestrian crossings. A study of the square should examine the potential for angled parking to replace parallel parking to slow vehicle speeds by narrowing the travel lane. Vehicle speeds may also be slowed by extending the square's corners to reduce curve radii. The goal should be to create a square which is easy and safe to negotiate, which provides a pleasant experience for people walking, biking, parking or driving, and which accommodates the core area's needs for access and parking.

The town may request a roundabout study of the town square through the Traffic Congestion and Engineering Operations Unit of NCDOT's Traffic Engineering and Safety Systems Branch. The Unit may be contacted at (919)250-4151. For additional information, go to <http://www.doh.dot.state.nc.us/preconstruct/traffic/congestion>.

MICAVILLE TRAFFIC AND PEDESTRIAN SAFETY STUDY

In the Micaville community, the area around the NC80 "T" intersection presents some safety concerns for both motorists and pedestrians. Existing conditions include limited sight distances, excessive travel speeds, lack of pedestrian accommodations, and varied and irregular parking and driveways. Yancey County has been working with the Division engineer on a pedestrian crosswalk to improve access to the Micaville Post Office.

The county may want to initiate a more comprehensive safety study of this area. An area-wide study may include an examination of lane widths and travel speeds, the

potential benefits of various traffic calming techniques, reorganization of on-street parking and better management of driveways, provision of sidewalks and other pedestrian facilities, lighting, and signalization and signage. Traffic calming techniques which may be appropriate for Micaville include lane narrowing, smaller intersection curve radii, reduced crossing distances at intersections and at mid-block crossings, use of speed tables in combination with crosswalks, speed humps, and paved medians to provide pedestrian refuges. Better lighting should improve visibility of pedestrians and cyclists in evenings and at night. Pedestrian, "Share the Road" with bicycles and other signs can also remind drivers to exercise additional care within Micaville.

Yancey County may wish to coordinate this study with the Division engineer. This study may also include the Traffic Engineering and Safety Systems Branch as well as the Bicycle and Pedestrian Division. Traffic Engineering may be contacted at (919)250-4151. The Bicycle and Pedestrian Division may be contacted at bikeped_transportation@dot.state.nc.us or (919)733-2804. For additional information, go to <http://www.dot.state.nc.us/transit/bicycle/> and <http://www.doh.dot.state.nc.us/preconstruct/traffic/congestion>.

NC80 TRAFFIC SAFETY STUDY

Yancey County indicated that some curves along NC80 between US19E and the Blue Ridge Parkway are a concern because of vehicles running off the road, often into an adjacent creek. Yancey County has discussed with the Division engineer their desire for guardrails at these locations. While a guardrail program is part of the TIP, installation of these may not be reasonable or feasible at all of the problem curves. Along with guardrails, other solutions should be considered as part of a more comprehensive corridor safety study.

The county may wish to coordinate a safety study with the Division engineer to determine the extent of any problems which may exist at these locations. Problems due to road geometry should be corrected as part of the proposed NC80 widening project or may be appropriate spot safety projects. If wrecks are due to visibility problems, maintenance of the roadway's edge line, installation of edge line reflectors, or use of pole mounted reflectors may improve curve visibility. Appropriate warning signs may also be useful. If wrecks are due to excessive speeds or impaired driving, the county should consider expansion of enforcement and education efforts.

NEW DALE VOLUNTEER FIRE DEPARTMENT US 19E DRIVEWAY TRAFFIC SAFETY STUDY

Yancey County identified safety concerns where the driveway for the New Dale VFD intersects with US19E. The basis for these concerns appear to be limited sight distances, travel speeds and traffic volume. In response to a request by the county, the Division engineer's preliminary findings were that an overhead flashing light may not be effective at this location.

The county may wish to coordinate a safety study with the Division engineer and fire department personnel to determine the extent of any problems that may exist at this

location. This study may examine both short term solutions as well as those which could be incorporated into the US19E design. Problems due to road geometry should be corrected during the US19E expansion project. If safety concerns are due to visibility problems, the use of appropriate warning signs, with or without emergency vehicle traffic control signals, for emergency vehicles entering the roadway as permitted under the Manual of Uniform Traffic Control Devices (MUTCD) may be considered. Such advance warning signs may possibly include flashing lights that are only activated during an emergency vehicle response, which may compensate for limited sight distances that may reduce the effectiveness of overhead warning lights. For additional information, go to <http://mutcd.fhwa.dot.gov/pdfs/millennium/06.14.01/2cndi.pdf>.

Access Management Standards Study

NCDOT is currently updating the Driveway Manual, which Division engineers use to review requests for driveway permits. Along with this update, NCDOT urges all local governments to consider creating their own standards, which will allow them to better tailor standards to meet special and unique local conditions.

ROAD IMPROVEMENTS

NC 80 CORRIDOR STUDY

THE 1993 "THOROUGHFARE PLAN FOR REGION D" RECOMMENDS THAT THE TWO LANE NC80 BETWEEN US19E AND THE PISGAH NATIONAL FOREST BOUNDARY BE WIDENED FROM 9.5 FOOT LANES TO 12 FOOT LANES WITH WIDE PAVED SHOULDERS. THIS RECOMMENDATION WAS BASED ON TRAFFIC VOLUMES, CURVE GEOMETRY AND PRESENCE OF LARGE VEHICLES.

Since this recommendation was made, several aspects have changed. Yancey County has established the goal of minimizing pavement widths to preserve scenic qualities. The Federal Highway Administration has initiated "context sensitive design" concepts. Context sensitive design is an approach towards developing a transportation facility "that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility" and that "considers the total context within which a transportation improvement project will exist." Concerns about impervious surfaces, water quality, endangered species and other environmental considerations have also increased.

As a part of this transportation plan, the recommendation for widening NC80 remains intact. Yancey County may, however, wish to initiate a context sensitive design type corridor study – preferably in coordination with, and possibly combined with, the proposed "NC80 Traffic Safety Study" and any bicycle study of this corridor – to determine whether a narrower pavement width may better implement scenic and environmental goals while still meeting safety and mobility objectives.

For more information on federal context sensitive design initiatives, go to <http://www.fhwa.dot.gov/csd/index.htm>.

CONNECTIVITY

MT. MITCHELL STATE PARK CONNECTOR

A LOCALLY IDENTIFIED GOAL PRIMARILY RELATED TO TOURISM ACCESSIBILITY IS THE CREATION OF A CONNECTOR ROADWAY TO MT. MITCHELL STATE PARK. THE MOST LIKELY ROUTE FOR A ROAD CONNECTOR IS NC197 TO WILSON ROAD, WITH A NEW CORRIDOR FROM THE TERMINUS OF WILSON ROAD PROVIDING DIRECT ACCESS TO THE MT. MITCHELL PARK ROAD.

The substantial environmental and cost considerations should be examined by the county. The road would be within both the Pisgah National Forest and Mt. Mitchell State Park, and it may fall within the viewshed of the Blue Ridge Parkway. A portion of this area may be black bear habitat and all of it is environmentally sensitive. The county would need to coordinate its planning efforts with numerous state and federal agencies and the project would require a substantial Environmental Impact Statement. Further, new road construction in mountainous terrain is very expensive so the benefits to tourism and economic development would need to be considerable well documented within any feasibility study.

The county may wish to consider two alternatives. The first is to examine the potential for NC197 to provide access to trailheads into the Park and National Forest. This alternative may involve access, parking and trail issues more than road improvements or extension. The second is to examine the possibility of constructing a hiking and mountain bike connector path from NC197 or Wilson Road to the Mt. Mitchell Park road. While still complicated and costly, such a path should have much lower costs and greatly reduced environmental impacts than would a roadway connector designed for cars.

Once the county has further investigated implementing this goal, it may choose to submit this project for a feasibility study. For more information, go to <http://www.dot.state.nc.us/planning/development/Feasibility/FeasibilityStudies.htm>.

SIGNAGE

DIRECTIONAL AND LOCATIONAL SIGNAGE

Both Yancey County and the Town of Burnsville expressed their perceived need for highway directional signage to provide more information about local destinations and connecting routes. Currently, most signs list distances to Burnsville and to towns outside of the county. While such signage is appropriate for long distance travelers, it may not be sufficient for those making shorter trips within the county. This is particularly true for bicyclists, who are often unable to consult maps while riding. As both NC197 and NC80 travel along US19E for some distance, it may be helpful to some travelers to provide distance information to the intersection.

In much the same manner, it can be helpful to some travelers if more communities were identified by signs. Again, this would be beneficial to bicyclists as well as to all other travelers who are interested in knowing they are in Bandana or Pensacola.

Yancey County may wish to create and prioritize a list of destinations and cross-routes that may be important to short distance travelers. The county may also wish to create a list of named communities currently lacking locational signs. Yancey County should work with the Division engineer on possible implementation strategies for these signage programs.

TOURIST ORIENTED DIRECTIONAL SIGN (TODS) PROGRAM

Tourist-oriented directional signs (TODS) are guide signs that display the business identification of and directional information for tourist-oriented businesses and tourist-oriented facilities. The TODS program will be initiated and administered by NCDOT in early 2002.

Participation in the TODS program can be an important element of Scenic Byway designation (discussed under Enhancements), as billboards are not permitted along such routes. TODS can also be helpful in eliminating off-site sign clutter along roadways while providing a high degree of visibility for tourist-oriented businesses and facilities. For example, a driver on US19E currently would have little or no idea that NC80 provides access to a golf course, craft shops, equestrian facility, campgrounds, hiking trails, the Blue Ridge Parkway and Mt. Mitchell State Park. Similarly, a driver on US19E would have no idea which of three intersections to use to reach the Nu-Ray Inn, the outdoor outfitter shop, or the historic town square.

Yancey County and the Town of Burnsville may wish to work with business owners to create a list of tourist-oriented businesses and facilities. Once the TODS program is operational the county and town may submit this list to NCDOT to initiate the program within Yancey.

ENHANCEMENTS

The Intermodal Surface Transportation Efficiency Act (ISTEA) broadened the federal government's transportation focus to include "transportation enhancements." Enhancement funds are used to improve and enhance the cultural, aesthetic and environmental aspects of North Carolina's transportation system. These funds also promote diverse modes of transportation. The enhancement program provides communities an opportunity to partner with the State to create and preserve locally important transportation facilities.

The Transportation Enhancements section of the Program Development Branch may be contacted at (919)733-3690. For additional information, go to <http://www.dot.state.nc.us/planning/development/Enhancement/Program/>.

Transportation enhancement project categories include:

1. Bicycle and pedestrian facilities
2. Acquisition of scenic easements and of scenic or historic sites
3. Scenic or Historic Highway programs
4. Landscaping and other scenic beautification
5. Historic preservation
6. Rehabilitation and operation of historic transportation buildings, structures or facilities
7. Preservation of abandoned railway corridors
8. Control and removal of outdoor advertising
9. Archaeological planning and research
10. Mitigation of water pollution due to highway runoff
11. Establishment of transportation museums

The “US Highway 19E – Burnsville Corridor Proposed Roadway Enhancements” document identifies “the types of enhancements the Town of Burnsville and Yancey County would like to see implemented along the US19E corridor within the town limits. The intent of such enhancements will be to lift the roadway treatment in this area above the ordinary, providing a comfortable sense of place and an improved appearance for the Town.” Locally identified enhancement projects include:

- a pedestrian overpass in Burnsville for the South Main Street intersection with US19E,
- landscaping of US19E medians and rights-of-way within Burnsville, and possibly other communities within the county,
- beautification of appropriate corridors, such as NC80 between Micaville and the Blue Ridge Parkway,
- seeking designation of scenic roadway corridors as part of the North Carolina Scenic Byways program, and
- a rails-to-trails greenway project.

PEDESTRIAN OVERPASS PROJECT

Current project plans for the US19E corridor within the Town of Burnsville include sidewalks along both sides of the highway. These new sidewalks will connect with the town’s existing sidewalk network at the US19E/South Main Street intersection. While everyday pedestrian use of the US19E/South Main will be accommodated through signal phasing and crosswalks, the town believes that a pedestrian overpass would enhance pedestrian use and safety, as well as better accommodate large scale pedestrian movements during festivals.

The construction of this type of pedestrian facility may be eligible for enhancement funds. The call for candidate enhancement projects is generally due by mid-June of even numbered years. For additional information on pedestrian facilities, go to <http://www.dot.state.nc.us/planning/development/Enhancement/Program/facilities.html>.

US19E MEDIAN LANDSCAPING AND CORRIDOR ENHANCEMENT

Current project plans for the US19E corridor within the Town of Burnsville include the construction of grassed medians. Locally identified goals include the installation of median and right-of-way landscaping and street trees, relocation of above ground utilities, use of decorative pavement at intersections, installation of non-standard street lights and of human scaled fixtures in pedestrian areas, and use of decorative mast-type traffic signal poles.

Such landscaping and other scenic beautification projects may be eligible for enhancement funds. The call for candidate enhancement projects is generally due by mid-June of even numbered years. For additional information on beautification projects, go to

<http://www.dot.state.nc.us/planning/development/Enhancement/Program/landscape.html>.

BEAUTIFICATION AND WILDFLOWERS PROGRAM

The development plans for Burnsville and Yancey County note the goals of maintaining the rural character, natural resources and scenic qualities of the area. These plans recognize that heritage, cultural and eco-tourism are very dependent on maintaining environmental quality. In addition to landscaping and scenic beautification projects along US19E and other vital corridors, two additional programs should be considered – the Wildflower Program and the Monarch Butterfly Program.

Wildflower beds are installed and maintained across the state by Roadside Environmental personnel in each of the fourteen highway divisions. Many of these beds are marked by the distinctive wildflower program sign. The use of wildflowers along scenic byways and other tourist oriented routes should augment local efforts to promote tourism based on natural resources and scenic beauty. The Wildflower Program can be contacted at wildflowers@dot.state.nc.us. For additional information, go to http://www.doh.dot.state.nc.us/operations/dp_chief_eng/roadside/wildflowerbook/.

Plantings of native milkweed species and of Butterfly Weed are being used in an effort to provide food and habitat for Monarch Butterflies. Creating butterfly habitat areas along roadsides in Yancey County should expand upon plantings already in place in nearby Buncombe and Haywood Counties. The use of these native plants as well as the butterflies they attract should also enhance nature-based tourism efforts. The Monarch Butterfly program can be contacted through the Office of Beautification Programs at (919)715-3188. For additional information, go to http://www.doh.dot.state.nc.us/operations/dp_chief_eng/roadside/Beautification/Butterfly.

SCENIC BYWAYS DESIGNATION

The Blue Ridge Parkway, a portion of which is within Yancey County, is often referred to as the original “scenic byway.” For its entire length within North Carolina, the Parkway is recognized as an “All American Road” by the Federal Highway Administration. Several roadways intersecting with or located near the Blue Ridge

Parkway have been designated North Carolina Scenic Byways. Currently, there are no scenic byways in Yancey County.

North Carolina Scenic Byways are selected based on natural, cultural and historic features along the route. These routes should have little or no development along them that detracts from the natural character and quality of the byway. Scenic Byways are marked with logo signs and included on a state byways map. State scenic byways may also be eligible for federal scenic byway designation.

New billboards are not permitted along North Carolina Scenic Byways. Existing billboards may be purchased and removed using byways funds. Participation in the "Tourist Oriented Development Sign Program" may avoid or mitigate any potential economic development concerns about being designated a scenic byway.

Scenic Byway designation requires strong grassroots support as well as strategic planning for the corridor. Local plans for corridor management are also very important.

To designate corridors, Yancey County should coordinate with the Scenic Byways section of NCDOT's Roadside Environmental Unit. Corridor nominations should be submitted as early as possible each calendar year. This is a two stage process – a preliminary application is reviewed to ensure a corridor meets minimum criteria and a full application must be submitted by August 30 so that the Board of Transportation can make a determination by March of the following year.

The Scenic Byways program of the Roadside Environmental Unit may be contacted at: ncbyways@dot.state.nc.us or (919)733-2920. For additional information, go to http://www.doh.dot.state.nc.us/operations/dp_chief_eng/roadside/.

GREENWAY PROJECT

The conversion of abandoned railroad rights-of-way to a greenway augments the on-road network of bike lanes, wide outside lanes, paved shoulders and bike routes. A greenway path can serve both a transportation function and as a linear park, providing off-road walking, bicycling and equestrian facilities for residents and tourists.

NCDOT will incorporate locally adopted greenway plans into Transportation Plans. Local governments are responsible for notifying NCDOT of greenway planning activities and adoption of greenway plans, and of informing the Department of adopted additions and changes. As part of their local planning programs, local governments should prioritize implementation activities.

Yancey County identified as a possible project the development of a shared use greenway path along the Yancey Railroad Company (formerly the Black Mountain Railway Company) railroad right-of-way between Micaville and Kona at the Mitchell County line. At this time, county efforts consist primarily of examining right-of-way issues. Although not identified as a possible project by the county, the railroad right-of-way between the

Micaville line and Burnsville may also be examined, although this line roughly parallels bicycle facilities proposed along US19E.

To create a rails-to-trails greenway path, Yancey County should coordinate its efforts with several branches of NCDOT and possibly with other state agencies. The planning, acquisition, rehabilitation and development of abandoned railway corridors for pedestrians and non-motorized vehicles may be eligible for enhancement funds. The call for candidate enhancement projects is generally due by mid-June of even numbered years. The Enhancements section of the Program Development Branch may be contacted at (919)733-3690. For additional information on preservation of abandoned rail corridors and conversion to pedestrian and bicycle trails, go to <http://www.dot.state.nc.us/planning/development/Enhancement/Program/preservation.html>.

The project may also be an "independent bicycle project" eligible for TIP funds through the Bicycle and Pedestrian Division. The Bicycle and Pedestrian Division may be contacted at bikeped_transportation@dot.state.nc.us or (919)733-2804. For additional information, go to <http://www.dot.state.nc.us/transit/bicycle/>.

Projects serving a purely recreational purpose may be eligible for funds through the Department of Environment and Natural Resources (DENR), Parks and Recreation Division, State Trails Program. The State Trails Program provides grants of up to \$5,000 per grantee for trail construction, maintenance and renovation. The State Trails Coordinator may be contacted at darrell.mcbane@ncmail.net or (919) 846-9991 while the Mountain Region Trails Coordinator may be contacted at dwayne.stutzman@ncmail.net or (828) 251-6784, ext. 358. For additional information, go to <http://ils.unc.edu/parkproject/trails/home.html>.

Additional Resources:

Pedestrian and Bicycle Information Center, UNC-CH

<http://www.walkinginfo.org/rt/index.htm>

North Carolina Rails-Trails <http://www.ncrail-trails.org/>

Rails to Trails Conservancy <http://www.railtrails.org/>

REGIONAL MOBILITY/TRANSIT

TRANSIT AND VANPOOLING

It is anticipated that within the near future Yancey County will become part of a Rural Transportation Planning Organization (RPO) being formed by the Region D Council of Governments. RPOs are the rural counterpart to Metropolitan Planning Organizations (MPOs) and are to perform at least four core functions:

1. develop and prioritize transportation projects for input into the Statewide Transportation Improvement Program (STIP);
2. coordinate development of local and regional multi-modal transportation plans;

3. provide an information clearinghouse (information resource center); and
4. provide a mechanism for meaningful public participation.

This RPO should examine the need for expansion of rural transit and managed vanpooling efforts to increase regional mobility and improve access to jobs. In addition to intra-regional mobility, the RPO should also coordinate these efforts with adjacent RPOs and with the Asheville Urban Area MPO. Transit and vanpool services to major employers in the Asheville and Weaverville areas may be important not only to enhance mobility of current county citizens but to make the county more attractive to new residents who already work in these areas.

NCDOT's Public Transportation Division assists local transit providers. For more information, go to <http://www.dot.state.nc.us/transit/transitnet/>.

BICYCLE FACILITIES

BICYCLE ACCOMMODATION PROGRAM

Three basic options exist to better accommodate bicycles along roadways within the county. These are the construction of wide paved shoulders, the construction of wider lanes to permit both vehicles and bicycles to more easily share the road, and expansion of the "Share the Road" signage program.

Wide paved shoulders are part of project plans for the US19E widening (R-2518), with designated bicycle lanes within the Town of Burnsville. Wide paved shoulders are proposed as NC80 is widened between US19E and the Pisgah National Forest.

Yancey County may want to work with the Division engineer and with the Bicycle and Pedestrian Division to identify major bicycle routes and to examine the current and future travel demands for bicycles along county roadways. Based on travel demand, safety issues, lane geometry, topography and other considerations, the county and various branches of NCDOT can determine which of these routes may be suitable for and benefit from wide paved shoulders, wider lanes or signage programs.

In most cases, wide paved shoulders or wider lanes will be constructed incrementally as part of the Division's scheduled maintenance and improvement efforts. "Share the Road" and bicycle route signage programs may be eligible for funding through the Bicycle and Pedestrian Division.

Once major bicycle routes have been identified, the county may also want to work with the Bicycle and Pedestrian Division on the creation of bicycle route maps. The Bicycle and Pedestrian Division may be contacted at bikeped_transportation@dot.state.nc.us or (919)733-2804. For additional information, go to <http://www.dot.state.nc.us/transit/bicycle/>.

PEDESTRIAN FACILITIES

BURNSVILLE SIDEWALK PROGRAM

The Town of Burnsville may want to work with the Division engineer and with the Bicycle and Pedestrian Division to identify deficiencies and gaps in the sidewalk system within the town, and to examine the current and future demand for pedestrian facilities toward possible network expansion. Deficiency analysis should include where existing sidewalks do not meet Americans with Disabilities Act standards for minimum width and for curb ramps. Appropriate curb ramps may be a technical challenge on steeply sloped streets, such as West Main Street. This analysis should also document where existing crosswalks do not meet current practices for markings, design or location, and should note where additional crosswalks may be warranted.

In many cases, pedestrian network improvements will be constructed incrementally as part of local maintenance and upgrade efforts. Once deficiencies have been noted and opportunities for network expansion identified, the town may want to approach the Bicycle and Pedestrian Division about funds available for sidewalk projects. The Bicycle and Pedestrian Division may be contacted at bikeped_transportation@dot.state.nc.us or (919)733-2804. For additional information, go to <http://www.dot.state.nc.us/transit/bicycle/>.

Implementation

IDENTIFIED TIP PROJECTS

- NC80 – widen to 12 foot lanes with wide paved shoulders from US19E to the Pisgah National Forest boundary

POTENTIAL TIP PROJECTS

- Mt. Mitchell State Park Connector
- Burnsville Pedestrian Overpass
- US19E Median Landscaping and Corridor Enhancement
- Rails-to-Trails Greenway Project

OTHER PROJECTS

- Directional and Location Signage
- Tourist Oriented Directional Signage
- Beautification and Wildflowers Projects
- Scenic Byways Designations

PROPOSED STUDIES

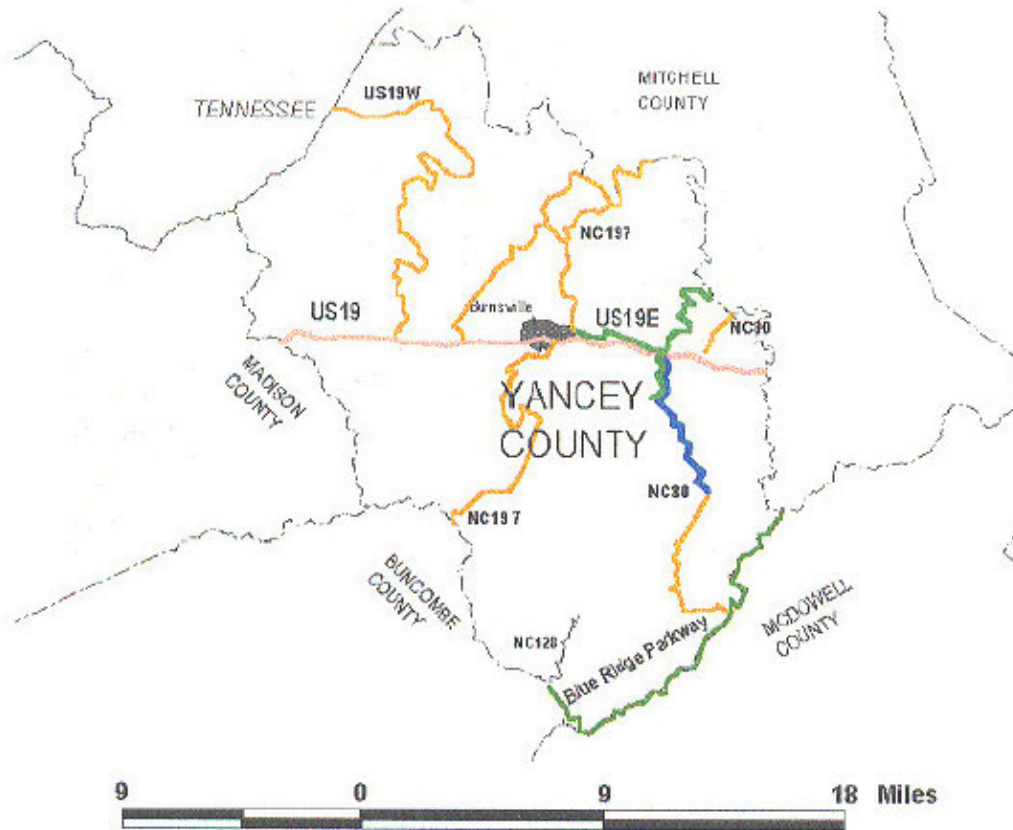
- Burnsville Town Square Roundabout Study
- Micaville Traffic and Pedestrian Safety Study
- NC80 Traffic Safety Study
- New Dale Volunteer Fire Department US19E Driveway Traffic Safety Study

- Access Management Standards Study
- NC80 Corridor Study
- Rural transit and vanpooling (RPO)

PROGRAMS

- Bicycle Accommodation Program
- Burnsville Sidewalk Program

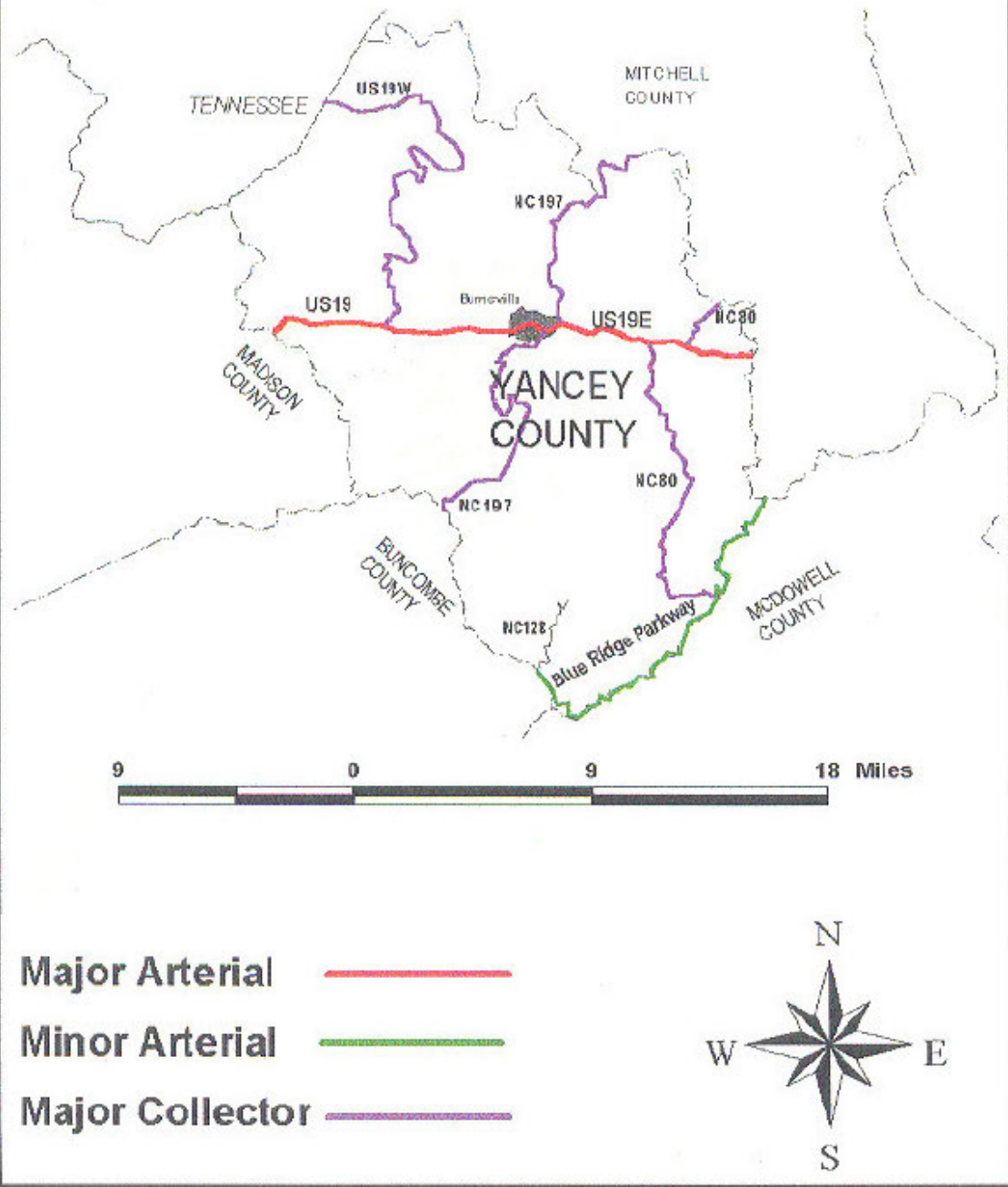
Bicycle Facilities Network



- Designated State Bicycle Routes** —
- Major Bike Roads** —
- Bike Paths/Shoulders (planned)** —
- Wide Paved Shoulders (proposed)** —
- Greenway (proposed)** —



Highway Network Functional Classification



CHAPTER 7

STREETS AND SIDEWALKS

Article I – Obstructions

- Section 7-1 Obstructions Prohibited
- Section 7-2 Overhanging or Protruding Trees, Shrubs, Fences, et cetera
- Section 7-3 Drainage Related Interference with Sidewalks
- Section 7-4 Warnings Required for Obstruction
- Section 7-5 Depositing Injurious Materials on Street
- Section 7-6 Depositing Debris, Solid Waste
- Sections 7-7 through 7-10 Reserved

Article II – Driveways and Excavations

- Section 7-11 Driveways
- Section 7-12 Excavations
- Section 7-13 Town Indemnified
- Section 7-14 and 7-15 Reserved

Article III – Street Events

- Section 7-16 Activities Covered
- Section 7-17 Permit Required
- Section 7-18 Permit Application
- Section 7-19 Notice and Public Hearing
- Section 7-20 Staff Review
- Section 7-21 Insurance
- Section 7-22 Fees; costs incurred by Town
- Section 7-23 Standards for Issuance of Permit
- Section 7-24 Street Closings
- Section 7-25 Sponsor Responsible for Cleanup
- Sections 7-26 through 7-30 Reserved

Article IV – Miscellaneous

- Section 7-31 Damaging Street Surfaces, Street Signs, Other Facilities
- Section 7-32 House and Building Numbers
- Section 7-33 Administrator
- Section 7-34 Penalties and Remedies

ARTICLE I
OBSTRUCTIONS

Section 7-1 Obstructions Prohibited

- (a) Except as otherwise authorized by statute or ordinance (including Section 7-11 and 7-12 of this Chapter), and except to the extent required by the performance of some function authorized or mandated by a statute or ordinance, no person may obstruct or impede travel in the public streets or sidewalks within the town by placing or leaving any object within the traveled portion of the public right of way.
- (b) Except as provided in this subsection, subsection (a) applies, but is not limited to, goods, wares, or merchandise displayed for sale. Partial obstruction of a public sidewalk for a sidewalk sale is permissible in accordance with a permit issued by the administrator upon a finding that:
 - (1) The sale will not extend for more than three consecutive days and
 - (2) The obstruction will take place only during daylight hours
 - (3) The permit, together with any other permits issued to the same applicant or to other applicants for sale at the same location, will not authorize an obstruction for more than 10 days during any 365-day period
 - (4) The sidewalk will only be partially obstructed in a manner that does not seriously inconvenience the public or threaten the public safety.
- (c) Subsection (a) shall not apply to temporary obstructions caused by persons engaged in construction work on abutting property when proper warning devices are maintained in accordance with Section 7-4.

Section 7-2 Overhanging or Protruding Trees, Shrubs, Fences, et Cetera

- (a) No person may cause or allow (from property under his control) any tree limb, bush, shrub, or other growth or any trellis, fence or other obstruction to overhang a public street at a distance of less than 12 feet above the traveled portion of such street or a public sidewalk at a distance of less than 7 feet above such sidewalk. Upon finding evidence of overgrown vegetation on property the owner will be notified of the need to clear in _____ days, or the Town of Burnsville will clear on behalf of owner and all expenses will be added to property taxes.
- (b) No person may cause or allow grass, vines, weeds, or other vegetation to grow from property under his control over, onto, or across any public street or sidewalk.
- (c) Any violation of subsection (a) or (b) is declared to be a public nuisance, and if not corrected by the responsible person within three days after being notified of the violation by the administrator, the town may summarily abate such nuisance.

Section 7-3 Drainage Related Interference with Sidewalks

- (a) No person may cause or permit gutters, ditches, ducts, or drain pipes to be constructed or placed on property under his control in such a manner that the water from such gutters, ditches, ducts, or drain pipes empties onto or runs across a public sidewalk.
- (b) Subject to the next sentence, all owners of property abutting concrete, brick, or other permanently improved public sidewalks shall grade such property or construct a retaining wall in such a manner as to prevent the washing of dirt, grass, gravel, or other material upon the town sidewalks. If the town constructs a sidewalk, it shall be responsible initially for taking the necessary steps to prevent the washing of such materials upon the sidewalk.

Section 7-4 Warnings Required for Obstructions

- (a) All persons engaged in doing work that creates any dangerous condition or obstruction in the public right of way of any street or sidewalk shall take whatever action is necessary, including the placement of barricades and warning signs or devices, to warn the traveling public of the condition or obstruction.

- (b) No person may remove, destroy, ~~injure~~, ~~or~~ tamper with any barricade, sign, lantern, torch, or other device placed in any street or sidewalk to warn or give notice to the traveling public of any dangerous condition or obstruction.

Section 7-5 Depositing Injurious Materials on Street

- (a) No person may throw or deposit upon any street or public right-of-way any glass bottle, nails, tacks, wire, paper containers, cans, or any other substance likely to injure any person, animal or vehicle.
- (b) Any person who deliberately or inadvertently causes or allows any of the materials specified in subsection (a) to be deposited on any public street or right-of-way shall immediately remove such materials or cause them to be removed.

Section 7-6 Depositing Debris, Solid Waste

- (a) Any person engaged in grading, earth removal, site preparation, filling or other activities that would/could cause the discharge, erosion, run-off, placement/displacement of soil, mud, silt, debris or other solid waste onto streets, sidewalks or other property, public or private, or into streams, storm drains or surface waters, shall make proper and adequate provisions before work begins to prevent any occurrence as described in this Ordinance from happening.

In the event that preventative measures are not adequate or are compromised, the responsible parties shall immediately correct, abate, cease, clean and remove any substances displaced at their own expense.

ARTICLE II

DRIVEWAYS AND EXCAVATIONS

Section 7-11 Driveways

- (a) Except as otherwise provided in this section, no person may open, construct, alter, or relocate any driveway across any public sidewalk or into any street, or cut any curb for such purpose without having obtained a written permit from the administrator.
- (b) Any person who receives a permit under this section shall be responsible for repairing any damage to the sidewalk or street (including curb and gutter) caused by the driveway construction.
- (c) The administrator shall review the driveway construction and design plans and shall issue the permit unless he finds the driveway, if constructed as proposed, will substantially interfere with or pose a danger to (1) persons using the street or sidewalk intersected by the driveway or (2) public facilities (including utility poles, traffic signal standards, et cetera), or will fail to comply with any of the provisions of this section.
- (d) No driveway may be constructed closer than 3 feet to a fire hydrant or catch basin or closer than 30 feet to the right-of-way line of a street that intersects with the street the driveway opens onto.
- (e) If the driveway crosses a drainage ditch on a lot that abuts a street without curb or gutter, then piping of sufficient size and strength (as approved by the administrator) shall be installed beneath the driveway surface so the drainage capability of the drainage ditch is not materially impaired.
- (f) This section shall not apply to driveways that open into state-maintained streets to the extent that the state has approved the driveway. Nor shall a person be required to obtain a permit under this section to the extent that the driveway is being constructed in accordance with plans approved pursuant to a review process authorized by a zoning or subdivision ordinance.

Section 7-12 Excavations

- (a) Except as otherwise provided in this section, no person may dig in or excavate any street or sidewalk within the town without having obtained a written permit from the administrator.
- (b) Any person who receives a permit in accordance with this section shall be responsible for putting the street or sidewalk where any excavation is made in as good a condition as it was prior to the excavation.
- (c) Before granting a permit pursuant to this section, the administrator shall determine that the applicant has made arrangements to comply with subsection (b), and if the town is to do the necessary repair work, the permit shall not be issued until the applicant makes a deposit equal to the estimated costs of repair.
- (d) This section shall not apply to any utility to the extent that the same subject matter is covered in a franchise ordinance applicable to that utility. Nor shall this section apply to any excavation made in a state-maintained street to the extent that the state has given its permission for such an excavation to be made, except that the person making the excavation shall still be responsible for notifying the administrator of the intended excavation forty-eight hours before the work begins.

Section 7-13 Town Indemnified

Any person obtaining a permit authorized by Section 7-11 (Driveways) and 7-12 (Excavations) agrees as a condition of the permit to indemnify the town for and hold the town harmless from any expense (including but not limited to attorney's fees, litigation costs and judgments) incurred as a result of claims made for damages arising out of operations conducted by the permit recipient pursuant to the permit.

Section 7-14 and 7-15 Reserved

ARTICLE III

STREET EVENTS

Section 7-16 Activities Covered

This article applies to all street fairs, festivals, carnivals, parades, marches, rallies, demonstrations, and other activities or public events that require the temporary closing or obstruction of all or a portion of any street or other public right-of-way or that substantially hinders or prevents the normal flow of vehicular or pedestrian traffic along any street or other public right-of-way. Any such activity covered by this article shall hereafter be referred to as "the event."

Section 7-17 Permit Required

No person may run, operate, or sponsor any event in any public street or right-of-way without a permit obtained from the Board in accordance with this article.

Any person engaged in food vending activities must obtain a permit from the Yancey County Health Department prior to beginning such activities.

Section 7-18 Permit Application

Applications for the permit authorized by this article shall be submitted on a form provided by the administrator and shall contain the following information:

- (1) Name, address, and telephone number of the person, organization or entity seeking to conduct or sponsor the event;
- (2) Name, address, and telephone number of the individual in charge of the event
- (3) The proposed date and time period when the event will be conducted
- (4) A sketch-map showing:
 - a. The area where the event is to take place

- b. Any streets to be closed or obstructed
 - c. Any barriers or traffic control devices that will be erected
 - d. The location of proposed fences, stands, platforms, benches, or bleachers.
- (5) The approximate number of people expected to attend the event
 - (6) When applicable, a request that the town provide specified services and/or that the town close identified streets or portions of streets for a particular period
 - (7) Sufficient proof of liability insurance in accordance with Section 7-21
 - (8) Any other information determined by the administrator to be necessary to insure compliance with this article.

Section 7-19 Notice and Public Hearing

- (a) Before issuing a permit under this article, the Board shall hold a public hearing on the permit application. This hearing may be held at any regular or special meeting.
- (b) Notice of the public hearing shall be published in a manner determined by the administrator to be reasonably calculated to inform the following persons of the date, time, and place, as well as the subject matter of the hearing:
 - (1) The applicant
 - (2) All persons occupying property that abuts any street where the event is to take place
 - (3) The general public

Section 7-20 Staff Review

Upon receipt of the permit application, the administrator shall circulate it to the police chief, the fire chief, the public works director, and other appropriate

persons for their comment. The administrator may arrange to have a conference on the application with the applicant and one or more department heads.

Section 7-21 Insurance

The Board may require as a condition precedent or subsequent to issuance of the permit that the applicant obtain a comprehensive general liability insurance policy or comparable special events liability insurance policy issued by an insurance company authorized to do business in this state, with coverage that includes the entire area of the event. If such a policy is required, the town shall be named as an additional insured on the policy. The policy limits of such insurance shall not be less than:

Property damage	\$1,000,000 for each occurrence
Bodily injury or death	\$100,000 for each person \$300,000 for each occurrence

Section 7-22 Fees; Costs Incurred by Town

- (a) A basic minimum fee sufficient to cover the cost of advertising the public hearing in accordance with Subsection 7-19(b) and to provide the notification required by Subsection 7-24(d) shall be paid by the applicant. The amount of this fee shall be based upon an estimate of the expenses that will actually be incurred to provide the required notices.
- (b) In addition, if the town is requested to provide extraordinary services or equipment or the town administration otherwise determines that extraordinary services or equipment should be provided for reasons related to public health or safety, the Board shall take whatever action is necessary under the Local Government Budget and Fiscal Control Act to make available the necessary funds for the provision of such services or equipment.
- (c) The Board may require the applicant to pay to the town a fee sufficient to reimburse the town for the costs of any extraordinary services or equipment provided unless the event has been anticipated in the budget process and sufficient funds have been included in the budget to cover the costs incurred.

Section 7-23 Standards for Issuance of Permit

- (a) The Board shall issue the permit authorizing the event unless it finds that:
 - (1) Conduct of the events will require the assignment of so many police officers that the remainder of the town cannot adequately be protected, or
 - (2) The event will interfere with the movement of emergency vehicles to such an extent that adequate police, fire, or other emergency services cannot be provided throughout the town, or
 - (3) The applicant has failed to obtain any necessary permits or licenses, including any required building permit or privilege license, or the applicant is otherwise in violation of any town ordinance, or
 - (4) the event will work a severe hardship on persons occupying property adjacent to the site, location, or route of the event as a result of the denial of access to property or for other substantial reasons, or
 - (5) The event, if held at the time or at the location or along the route proposed, will cause an unreasonable and unwarranted disruption to vehicular or pedestrian traffic, or
 - (6) The applicant has failed to comply with any of the provisions of this article, including the payment of any fees required.
- (b) If a permit is issued in accordance with subsection (a), the Board may attach to it any reasonable conditions.
- (c) If the Board finds that it cannot issue permits for reasons specified in subsection (a), it may request the applicant to modify its application to remove any objections to the issuance of the permit, and the applicant may do so without further notice or hearing.
- (d) Any event conducted pursuant to a permit issued under this section shall be conducted strictly in accordance with the terms of the permit, including any conditions attached thereto.

Section 7-24 Street Closings

- (a) If the Board finds that the permit should be issued and that, to conduct the event, it is necessary to close a street or to reroute traffic, it may pass a resolution authorizing this to be done. No such resolution shall be passed affecting streets that are part of the state street system without the approval of the State Department of Transportation.
- (b) The resolution shall identify the street or portion thereof to be affected and shall indicate the date and time when the street or portion thereof is to be closed or traffic thereon is to be limited in some way. The resolution shall also direct the manager to have appropriate traffic control devices installed to give notice of the temporary traffic controls.
- (c) No person may operate any vehicle contrary to the traffic control devices installed in accordance with subsection (b).
- (d) The administrator shall, by any adequate means, notify persons occupying property abutting the street where the event is to take place of the contents of any resolution passed in accordance with this section.

Section 7-25 Sponsor Responsible for Cleanup

The sponsor of the event shall be responsible for cleaning up any litter caused by the event, removing all temporary obstructions, and in general returning the area where the event takes place to the condition that existed prior to the event. The Board may require the sponsor to post a bond or other sufficient security to guarantee compliance with this section.

Section 7-26 through 7-30 Reserved

ARTICLE IV
MISCELLANEOUS

Section 7-31 Damaging Street Surfaces, Street Signs, Other Facilities

- (a) No person may intentionally mutilate, deface, remove, damage, or in any manner interfere with any of the street name signs, traffic control signs and devices, and other signs erected by any public body.
- (b) No person may drag, run, or cause to be dragged or run upon any public street any harrow or other implement, machine or tool likely to injure or cut the surface of such street.
- (c) No person may intentionally damage, injure, obstruct or otherwise interfere with any street, sidewalk, bridge, culvert, ditch or drain owned or maintained by the town.

Section 7-32 House and Building Numbers

- (a) The owner of every house and every principal building shall display or cause to be displayed on the front thereof, or on the grounds in a position easily observed from the street, the number assigned to his house or building by the administrator.
- (b) No person may display or cause to be displayed on any house or building any number other than the number assigned by the administrator.
- (c) No person may remove, obliterate, or destroy any number displayed in accordance with subsection (a).

Section 7-33 Administrator

As used in this chapter, the term "administrator" refers to the Public Works Director or any other person designated by the manager to perform the responsibilities assigned to the administrator by this chapter.

Section 7-34 Penalties and Remedies

- (a) A violation of any of the following sections shall constitute a misdemeanor, punishable as provided in G.S. 14-4: All sections of Article I and Article II; Section 7-17, 7-23(d), 7-24(c), and 7-25 of Article III; and Section 7-31 and 7-32 of Article IV.
- (b) A violation of any of the section listed in subsection (a) shall also subject the offender to a civil penalty of twenty-five dollars (\$25.00.) If a person fails to pay this penalty within ten days after being cited for a violation, the town may seek to recover the penalty by filing a civil action in the nature of debt.
- (c) The town may seek to enforce this chapter through any appropriate equitable action.
- (d) Each day that a violation continued after the offender has been notified of the violation shall constitute a separate offense.
- (e) The town may seek to enforce this chapter by using any one or any combination of the foregoing remedies.