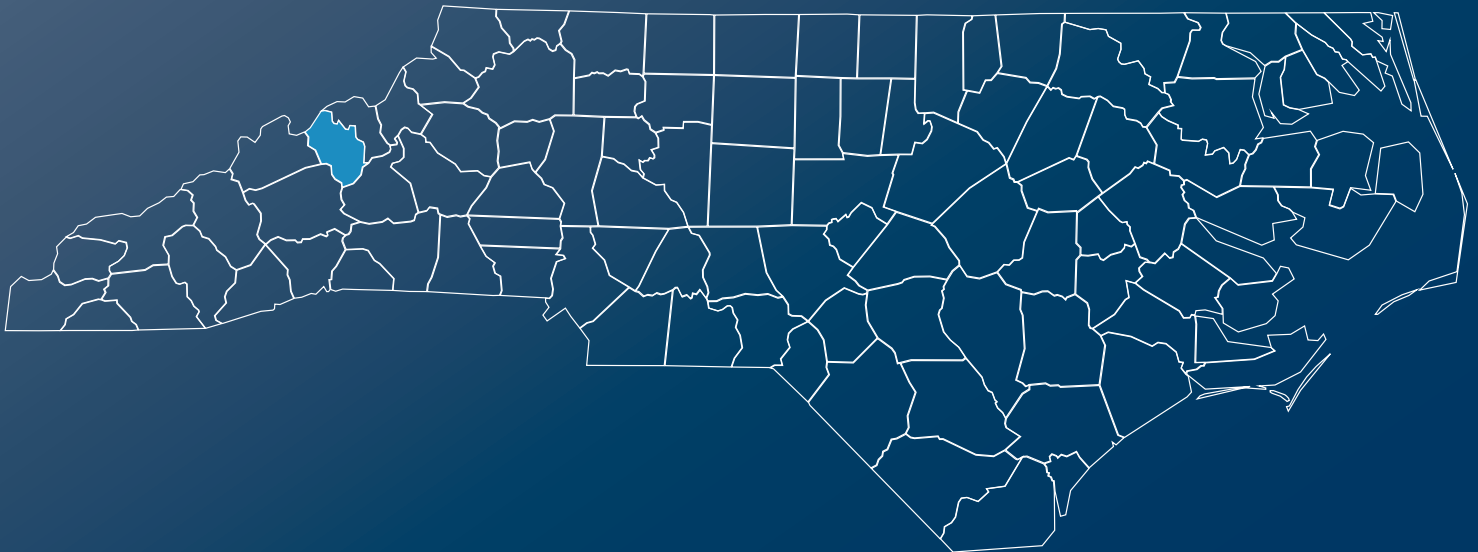


YANCEY COUNTY

COMPREHENSIVE TRANSPORTATION PLAN

APPENDIX



NOVEMBER 2021

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YANCEY COUNTY
COMPREHENSIVE TRANSPORTATION PLAN

CTP PROCESS

A Comprehensive Transportation Plan (CTP) is developed to ensure that the transportation system will meet the needs of the region for the planning period. The CTP serves as an official guide to providing a well-coordinated, efficient and economical transportation system for the future of the region. In order to minimize human and natural environmental impacts, local officials are encouraged to reference this plan to coordinate land development and transportation facilities.

The CTP process consists of seven Phases and 19 process steps that outline the sequence of major activities. The basic flow of the process is shown in the figure below:

Process Guidance - 7 Phases to develop a CTP						
CTP STEERING COMMITTEE INVOLVEMENT (STEPS 2-6)						
STEP 1 CTP Set-Up	STEP 2 Develop Vision	STEP 3 System Assessment	STEP 4 Analyze Alternatives	STEP 5 Develop Draft Plan	STEP 6 Adopt Plan	STEP 7 CTP Close-Out
Initiate Study & Gather data	Hold Initial Meetings	Perform Highway Analysis	Evaluate Constraints	Agree on "Draft" plan	Seek Local Adoption	Distribute Adopted Plan
Establish Study Scope	Develop Community Vision	Perform Non-Highway Analysis	Evaluate Future Year Solutions	Complete Plan	Seek BOT Adoption	Archive Project file
Prepare Meeting Basics	Select Roads to study	Perform Multimodal Assessment	Validate Plan against Vision			Publish CTP

The process is structured to offer flexibility to meet an area’s planning needs. It balances the need to meet multimodal transportation demands while considering the natural and human environment within a community. It forms a strong connection between an area’s transportation plan, locally adopted land development plans, and community vision. It includes a thorough public involvement process.

INTERAGENCY COORDINATION

During the long-range transportation planning process, it is important to coordinate with environmental resource agencies and other local, state and federal agencies and entities. In North Carolina, this coordination can follow the Interagency Coordination Protocol, which provides a consistent methodology for completing and documenting interagency coordination and facilitating the exchange of information in comprehensive transportation planning. The purpose is to provide an efficient way to get meaningful input from interagency partners on long-range transportation plans to enhance the development of the transportation plans and the project proposals. Following this section is a summary of the coordination that was conducted as part of this CTP study.

Checklist

Initiate Contact

A letter notifying resource agencies to the start of the Yancey County CTP study was sent in April 2021 to agency partners informing them of the first steering committee meeting. This letter was also used to identify the proper contacts for each agency as well as additional contacts.

Validating Resources & Transportation Priorities

Agency members were asked to verify information shared with them. No interagency members responded with additional resources to be used. Resources included water classification maps, endangered species and water quality.

Coordinate on Project Proposals & Alternative Analysis

Project recommendations lists with maps and supporting environmental input mapping were emailed to interagency to request any information about concerns on the proposed recommendations...

Submit Draft Transportation Plan for Review

In February 2021, Agency members were asked to review all potential recommendations and provide comments. Comments were received from NC Natural Heritage Program and addressed. The Muscogee (Creek) Nation and Cherokee Nation also responded and asked to be kept informed and included when projects get funding and design work begins.

COMMUNITY UNDERSTANDING REPORT

Prior to the start of the Yancey County CTP, the High Country Rural Planning Organization (HCRPO) worked with NCDOT Transportation Planning Division (TPD) Project Engineer to complete a Community Understand Report (CUR). This report was used to provide an overview of the study area and assisted in the identification of stakeholders in the area. The CTP Steering Committee provided meaningful input into the CUR as needed. The CUR information was used throughout the development of the CTP to help inform the plan and its recommendations.

The CUR covers multiple pieces of information used in the CTP Study, including:

- ✓ [Population Trends and Projection](#)
- ✓ [Population Diversity](#)
- ✓ [Community Character](#)
- ✓ [Schools, Parks and Community Centers](#)
- ✓ [Public Safety/Emergency Response](#)
- ✓ [Economic Conditions](#)
- ✓ [Developmental Goals](#)
- ✓ [Farming Operations](#)
- ✓ [Natural Resources](#)
- ✓ [Transportation Choices](#)

Last Edited 6/26/2019

Yancey County Community Understanding Report

Before starting this CUR questionnaire, please review the *Guidance for Using and Developing the Community Understanding Report*. Please keep in mind:

- The intent is that the RPO/MPO staff will initially assess the question for relevance to the CTP and to collect readily available data to answer the questions (If a question is answered in another document, a link to the document and page(s) referenced can be provided versus re-creating the information in the CUR.). This process is not designed to create new data or be overly burdensome
- There may be some questions in the CUR that will be answered best by local experts and/or CTP Steering Committee at a later date. Please note that in this document and track those questions that need future follow up
- If there any questions found to be not relevant to Yancey County, they should be answered as 'Not Applicable'.

Be sure to document data sources and geographic scale (when working with census data)

1. Population Trends and Projection

Data Element: Population Trends and Projections	
Why important?	Population trends and projections provide the greatest overall sense of community direction. It can illuminate if an area is thriving, growing, aging, or losing population. It provides a high level overview if it is an area where people and/or businesses want to move – or remain if already in an area. This is important information for almost all planning, and many public policy, efforts.
Potential Data Source(s)	Population Change – US Census Bureau, Census 2010 and Census 2000, and Census 1990, Summary File 1 100% Data, Table P1 (2010) and P001 (2000) “Total Population” (and see data sources in Notes above); CTP Study Area – USDOT FHWA’s MPO Database (2010); NC State Demographer Forecast Projections – NC Office of State Budget and Management (2018)
Other Source(s)	Land use/development/comprehensive plans; recent project level Community Impact Assessment and/or Indirect & Cumulative Effects reports if for current and immediate past census.

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Time Horizon	North Carolina	Yancey County	Burnsville	% Growth from Previous Decade
1990 Census Population	6632448	15419	1482	
2000 Census Population	8046813	17774	1623	
2010 Census Population (April-OSBM)	9535483 (Census) / 9535721 (OSBM)	17817 (OSBM)	1693 (OSBM)	
OSBM July 2018	10389148	18455	1709	
NC State Demographer Forecast Projection (July 2020)	10630691	18794	1647 (2018)	
NC State Demographer Forecast Projection (July 2030)	11836070	20488		
NC State Demographer Forecast Projection (July 2039)	12919921	22013		

County Estimates (North Carolina Office of State Budget and Management) – April 2010 Estimate – Accessed on 1/21/2020

Municipal Estimates (North Carolina Office of State Budget and Management) (Last updated September 16, 2019)

<https://www.osbm.nc.gov/facts-figures/linc>

A. What are the two most important reasons Yancey County experienced the population trends it did? (Cite the source.)

The population growth is attributed more from migration than natural increase. The population is skewing older (P.50 of the 2019 Yancey County Strategic Economic Development Plan).

B. What are the two most important reasons the Yancey County is likely to experience the population trends forecast?

The trend in NC is that older population is migrating to the mountain counties for retirement (P.50 of the 2019 Yancey County Strategic Economic Development Plan).

C. If known, how is the study area expected to grow? Which areas will have lower or higher growth?

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Highest growth area is along US 19E especially in the western portion of the County (Pages 27 and 46 of the 2019 Yancey County Strategic Economic Development Plan).

2. Population Diversity

Why important?	Population Diversity data are key aspects of documenting community characteristics. This data may also inform local planning efforts if population diversity is identified as a local public policy priority. Different race, age, income, and ethnic populations may have different communication needs during the CTP process.
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Potential Data Source(s)	US Census Table B02001: Race – B03002 Block Group (US Census Bureau, American Community Survey 2013 5-Year Estimates) (and see data sources in Notes above); and at county level http://censusviewer.com/counties/NC
Other Source(s)	Public schools, Latino advocacy organizations, churches, local planner(s), town/county/city manager, recent project level Community Impact Assessment reports

- A. Identify notable and/or underrepresented communities in Yancey County that need to be considered during the CTP process (total and percentage if available)? This does not need to be limited to Limited English Proficiency (LEP) groups.

Yancey County does not have block group population areas that contain 5.1 – 15% LEP Spanish persons. However, Yancey County does have large block group population areas that contain <5% LEP Spanish persons (see attached map). There are populations age 65 and over (pockets of 25.1-50% of the block group population) scattered throughout Yancey County (see attached map).

- B. Note low income populations in Yancey County (total and percentage). The map from the RPO Title VI Plan may be sufficient.

Mostly south of US 19E and north of US 19E to the west of the county (see attached map).

- C. Identify the main LEP language groups. Note which LEP language groups total at least 5% of the population, or 1000 total population, whichever is less. This may come from the RPO Title VI Plan.

The main LEP language group in Yancey County is Spanish and accounts for approximately 2.4% of the Yancey County population.

- D. Are there areas within Yancey County where concerns about race, ethnicity, income have affected project outcomes? (Provide examples and location.)

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There is a block group north of US 19E near the center of Yancey County that has 15.1-25% of households with zero vehicles (see attached map)

- E. Are there communities or populations within Yancey County that have raised a concern about lack of voice in public opinions? (Provide examples and location.)

None identified.

- F. Identify the presence and locations of other potential transportation disadvantaged populations, including households with zero vehicles and seniors.

No other ones identified.

3. Community Character

Data Element: Community Character	
Why important?	Community character may reflect history, tenure, and intent. Community character is often what people like about where they live – characteristics that reflect a “sense of place”. The goals of one community may not reflect the goals or what is important to another community – it is usually location (and sometimes neighborhood) specific.

Data Source(s)	CTP Geodatabase; Historic Resources – National Register (NR) & Determined Eligible (DE) polygons,
Other Source(s)	Local planner(s), land use/land development plan, comprehensive plan, local historic properties office/planner, historic properties advocacy group, town/county/city manager, NC Department of Commerce Division of Community Assistance, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

- A. Have communities identified community character goals?










None identified

- B. Have communities delineated any gateways, historic districts, view sheds, open space and other areas to be protected or enhanced?

- The Burnsville Gateway is a project of the Toe River Arts, the Town of Burnsville and public artist Jack Mackie to create iconic gateways that mark the east and west entrances of Burnsville.
- Burnsville Town Square/Main Street/ Town Square Street
- Cane River Park

Title VI 2011-2015 ACS Block Group Level - Age 65 and Over

Legend

-  High Country RPO Region
 -  Interstate
 -  US Highways
 -  NC Highways
 -  County Boundaries
- Age 65 and Over**
-  0%
 -  <25%
 -  25.1-50%
 -  >50.1%

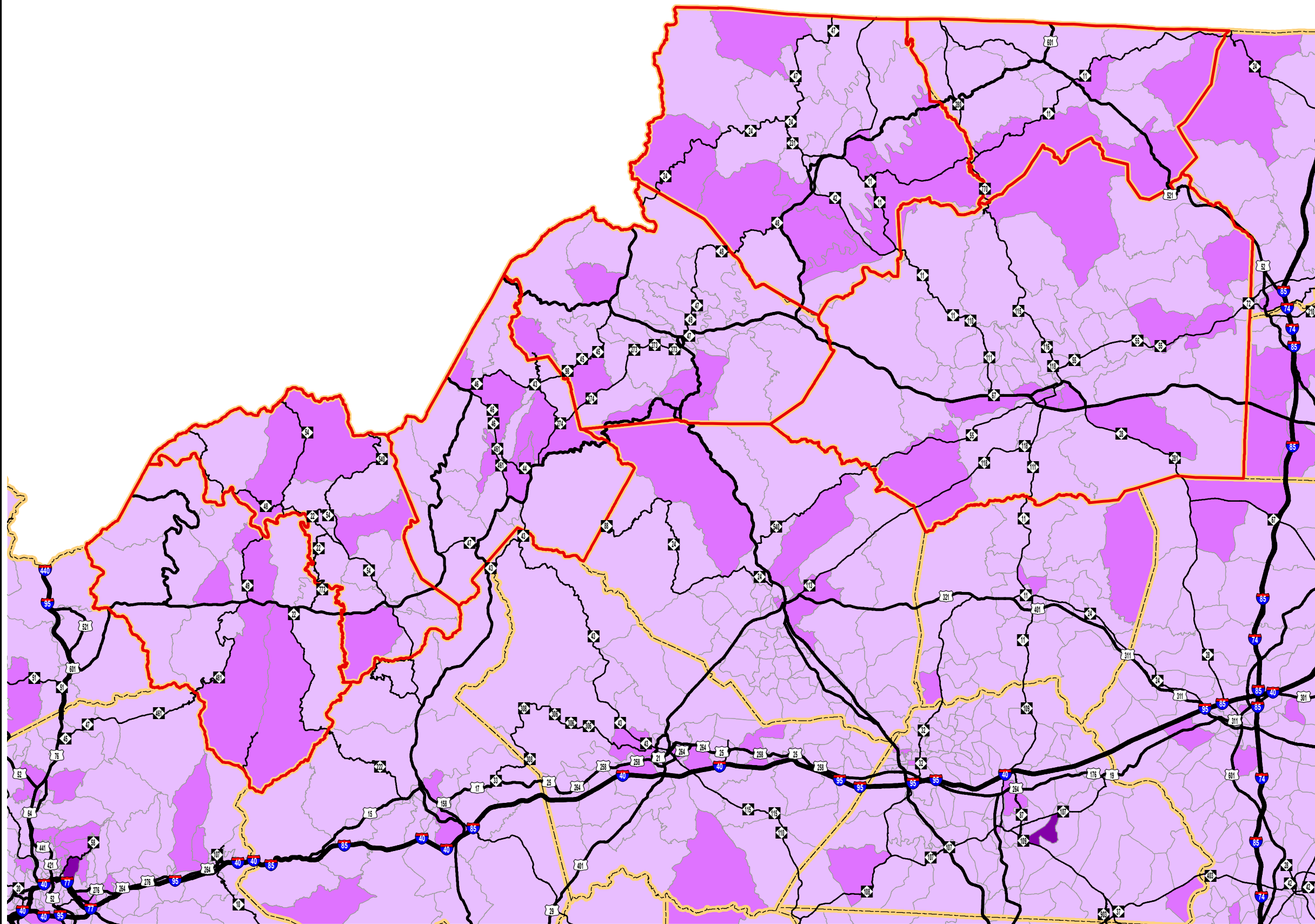
**123 - Population in
Census Block Group**

**12.3% - Percentage
of Population in
Census Block Group**



Title VI Map: Sheet #8

Title VI Map Date: January 2017



**Title VI
2011-2015 ACS
Block Group Level
- Limited English
Proficiency:
Spanish
Legend**

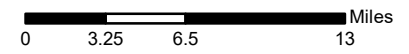
- High Country RPO Region
- Interstate
- US Highways
- NC Highways
- Other Roads
- County Boundaries

LEP Spanish

- 0%
- <5%
- 5.1 - 15%
- 15.1 - 25%
- >25.1%

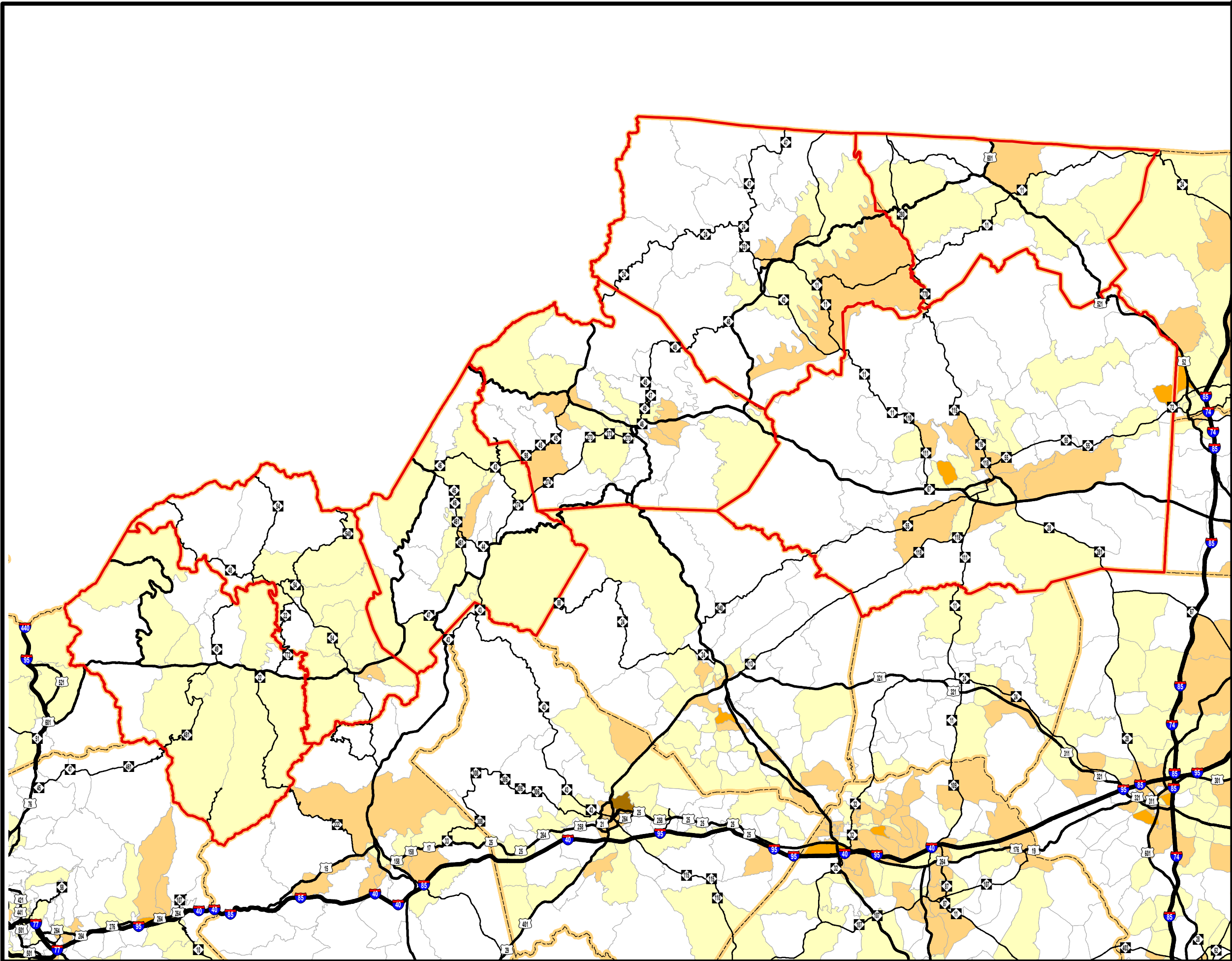
**123 - Population in
Census Block Group**

**12.3% - Percentage
of Population in
Census Block Group**




















Title VI Map: Sheet #6

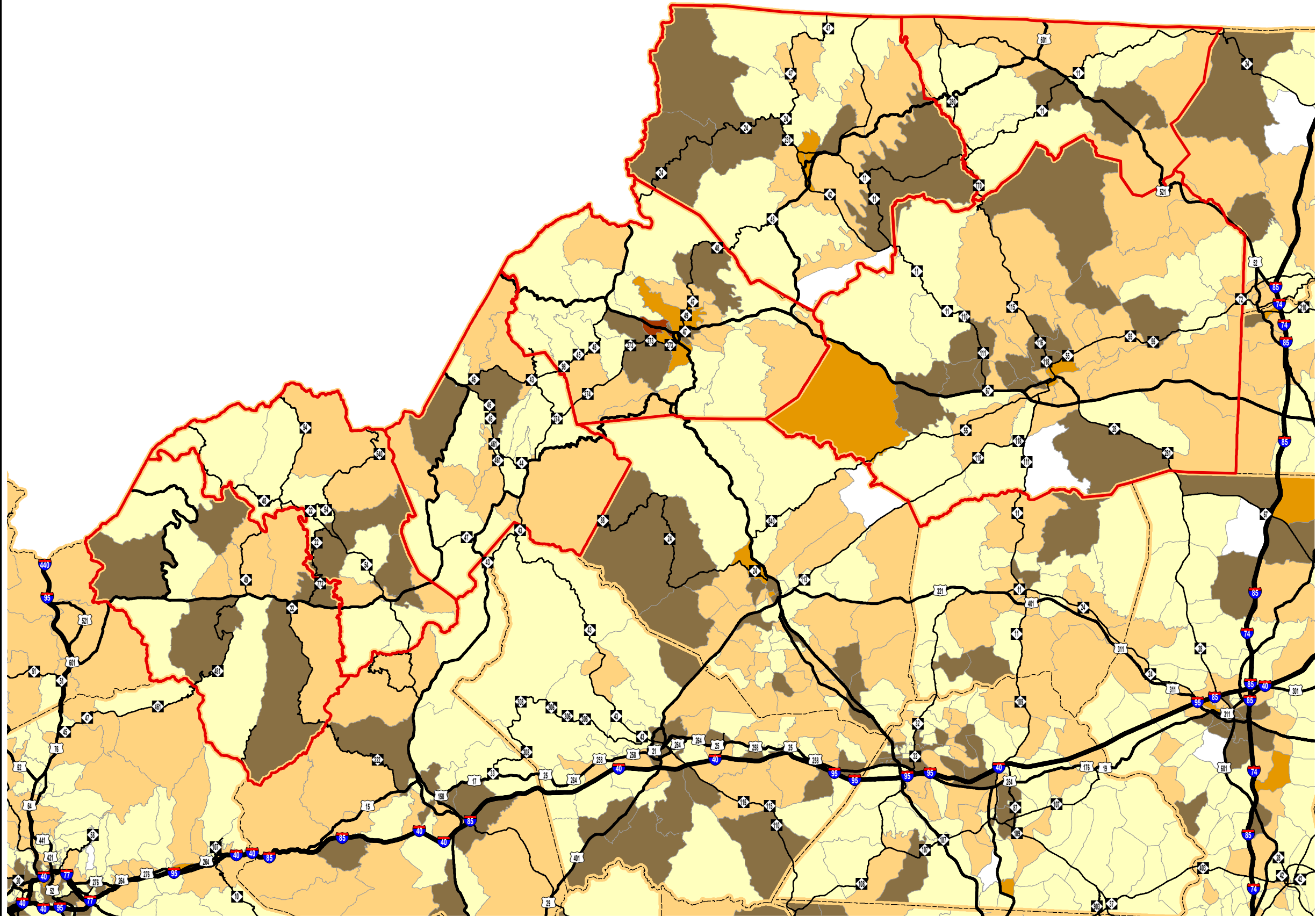
Title VI Map Date: January 2017



Title VI 2011-2015 ACS Block Group Level - Poverty

Legend

-  High Country RPO Region
 -  College and University
 -  Schools
 -  Hospitals
 -  Churches & Cemetery
 -  Airports
 -  Interstate
 -  US Highways
 -  NC Highways
 -  Other Roads
 -  County Boundaries
- Poverty**
-  0%
 -  <15%
 -  15.1 - 25%
 -  25.1 - 50%
 -  50.1 - 75%
 -  >75.1%



**123 - Population in
Census Block Group**

**12.3% - Percentage
of Population in
Census Block Group**



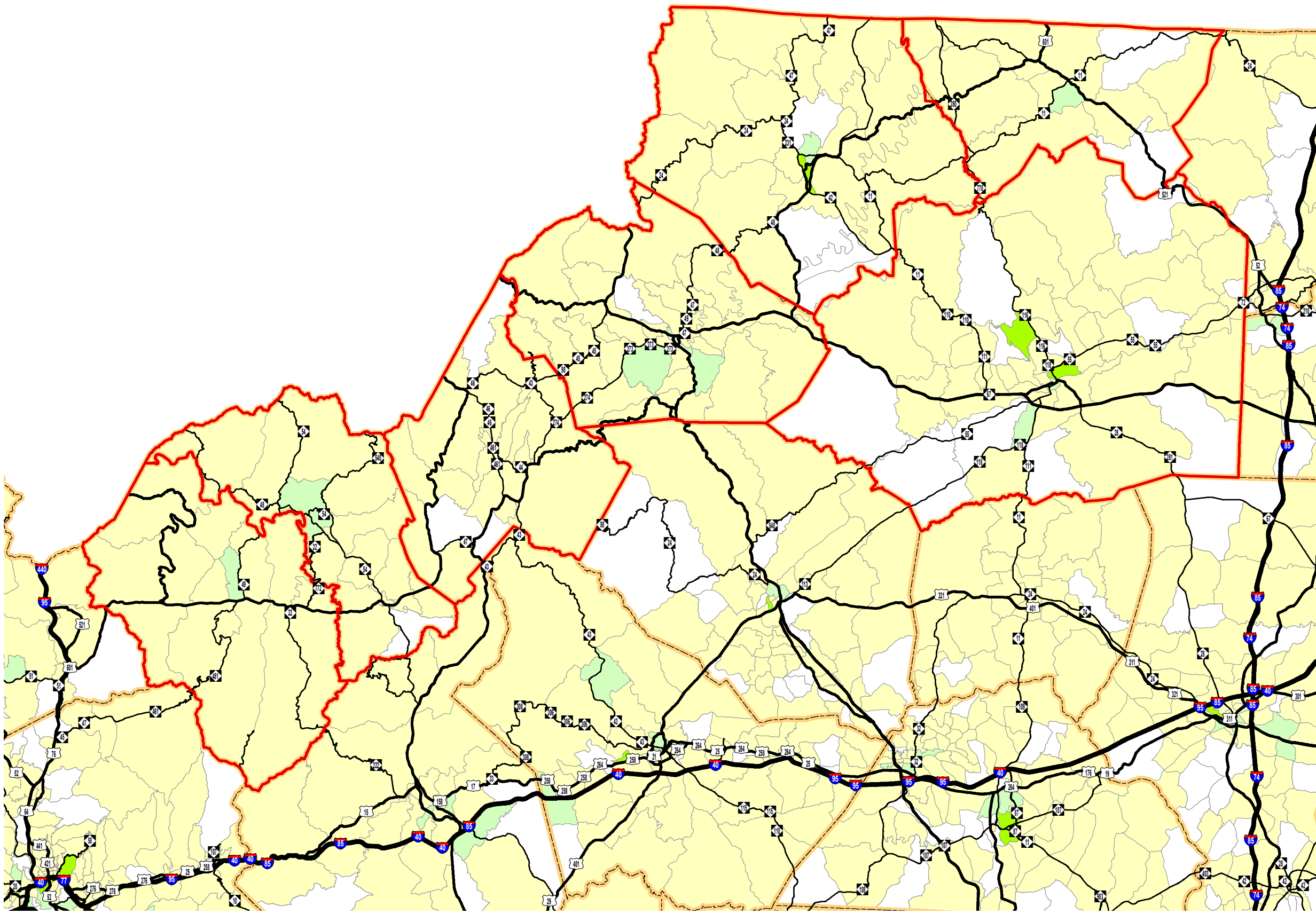
Title VI 2011-2015 ACS Block Group Level - Zero Car Households

Legend

- High Country RPO Region
 - ⋮ College and University
 - ⋮ Schools
 - ⊠ Hospitals
 - + Churches & Cemetery
 - ✈ Airports
 - Interstate
 - US Highways
 - NC Highways
 - Other Roads
 - County Boundaries
- Zero Car Households**
- 0%
 - <15%
 - 15.1 - 25%
 - 25.1 - 50%
 - 50.1 - 75%
 - >75.1%

**123 - Household in
Census Block Group**

**12.3% - Percentage
of Household in
Census Block Group**



Last Edited 6/26/2019

- Pisgah National Forest/Mount Mitchell State Park off NC 128/ NC 80/ NC 197
- Yancey Collegiate Institute Historic District off Green Mountain Drive northeast of Downtown.
- Bald Creek Historic District off US 19E
- Micaville Historic District off Micaville Loop
- Appalachian Trail in the northwest part of the county
- Blue Ridge Parkway along the south and east part of the county

C. List all major historic downtowns.

Burnsville

D. List mixed use urban centers.

Downtown Burnsville

E. List major industrial parks, office parks and single use centers.

Glen Raven Mills – US 19E

F. List large commercial strips and single use corridors (from a traffic generating perspective).

Ingles Supermarket – US 19E

G. List major attractions or events in the study area (example: sporting events, festivals, tourism destinations/attractions).

- Mount Mitchell State Park
- Bare Dark Sky Observatory off NC 80
- Appalachian Trail
- Blue Ridge Parkway
- Parkway Playhouse
- Cane River
- Toe River, (North and South)

Major Events:

- Burnsville Metric Bike Ride (last Saturday in April) -60.7 miles through Yancey and Mitchell Co.
- Assault on Mt. Mitchell (May)
- Toe River Arts area tours (early June & early December)
- July 4th
- Mt. Mitchell Crafts Fair (1st Friday and Saturday in August)
- Carolina Mountains Literary Festival (Early September)

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- Old Timey Fall Festival (September)
- Christmas Parade & Santa Clause (1st Saturday in December)

4. Schools, Parks, and Community Centers

Why important?	<p>Schools (<i>including private schools, charter schools, and community colleges</i>), and parks are important community resources that reflect interest, participation, and investment across generations. They are often landmarks and resources around which communities congregate, socialize, and recreate.</p> <p><i>Note: Local Parks data is not currently available on statewide data layers and must be mapped through web map services, NC OneMap, and located by local authorities.</i></p>
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Potential Data Source(s)	<p>CTP GIS Data Layers.xls: http://data.nconemap.com/geoportal/catalog/main/home.page http://www.ncpublicschools.org/docs/fbs/resources/data/statisticalprofile/2005profile.pdf (2005)</p>
Other Source(s)	<p>County school system, County and municipal parks and recreation departments</p>

The tables below are examples of a way to provide the information. It is not necessary to provide this information in this format. It may not be possible to provide the data in the format shown below. Provide the data in a format that is reasonable. What’s important is the information and not the format. Specific enrollment figures are more helpful in areas where a travel demand model is being developed/used. General information can be very helpful in areas where no travel demand model is being developed.

Public Schools:

- Blue Ridge ES – 910 Cane River School Rd
- Burnsville ES – 395 Burnsville School Rd
- Micaville ES – 112 NC 80
- South Toe ES – 139 South Toe School Rd
- Cane River MS – 1128 Cane River School Rd
- East Yancey MS – 285 Georges Fork Road
- Mountain Heritage HS – 333 Mountain Heritage High School Rd

2215 Total students:

https://nces.ed.gov/ccd/districtsearch/district_detail.asp?Search=1&Zip=28749&Miles=20&ID2=370507

0

Private Schools:

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Genesis Academy – 1867 US 19E (Pre K-5 ~ 47 students)

Arthur Morgan School – 60 AMS Cir (boarding and day school for grades 7-9 ~ 22 students)

Yancey County Christian School – 694 Tine Swamp Rd/ 7- Rose Garden Ln (K-10 ~33 students)

Higher Education:

Mayland Community College – Satellite site: 107 Wheeler Hills Road

- A. Are there particular geographic areas within Yancey County where school facilities or operations have been especially affected by school age population changes? Are there schools that are expected or likely to close? Are there locations identified where new schools may be constructed?

Blue Ridge ES just opened this year and replaces 2 older elementary schools.

- B. Identify local, state, and national parks and recreational facilities.

- Pisgah National Forest/ Mount Mitchell State Park (Southern end of county)
- Appalachian Trail (Yancey County/Tennessee border)
- Cherokee National Forest (northern end of county)
- 4 major rivers: Cane, Nolichucky, North Toe, and South Toe
- Blue Ridge Parkway
- Yancey County Center

Local Parks & Recreation:

- Old Burnsville Gym – 25 School Circle
- Ray-Cort Recreation Park and Pool (major upgrade underway) – 101 Town Park Rd/314 Mitchell Branch Rd
- Kid Mountain Playground – 99 High School Dr
- Patience Park and Pool/Toe River Campground – 225 Patience Park Rd
- Lincoln Park Field – Lincoln Park Rd
- Cane River Park – Cane River School Rd

- C. Are there any new parks and recreational facility locations planned?

None identified

- D. List community centers, performing arts centers, libraries and museums.

- Burnsville Town Center – 6 S Main St
- Mountain Heritage Center (CRC) – 113 Green Mountain Dr
- Senior Center – 152 Leger School Rd
- Yancey County Community Center – 503 Medical Campus Dr
- Yancey County Public Library – 321 School Circle

Last Edited 6/26/2019

- Avery Mitchell Yancy (AMY) Regional Library – 289 Burnsville School Rd
- Yancey History Association / Rush Wray Museum – 11 Academy St
- Civilization Museum – 3 Academy St

Public Safety/Emergency Response

5.

Data Element: Public Safety / Emergency Response	
Why important?	Transportation infrastructure is a key component for emergency response. It also contributes to public safety impacts, including vehicular (vehicular or bicycle and pedestrian crashes) and non-vehicular (crime).
Potential Data Source(s)	<p>Ped Data: http://www.pedbikeinfo.org/pbcat/index.cfm</p> <p>http://www.ncdot.gov/bikeped/researchreports/</p> <p>http://www.pedbikeinfo.org/pbcat/_ped.cfm</p> <p>Bike Data: http://www.pedbikeinfo.org/pbcat/bicycle.cfm</p>
Other Source(s)	Local engineering department, police/sheriff's office NCDOT Division of Bicycle and Pedestrian Transportation, NCDOT Transportation Mobility and Safety, local media, bicyclist organizations, pedestrian advocates, recent project level Community Impact Assessment reports

EMS staff shared at August 12, 2020 CTP Steering Committee meeting

- Identify any areas with high crime incidents that are relevant to the transportation plan.
None identified.
 - Are the areas within Yancey County with high numbers of pedestrian or bicyclist incidents or otherwise discourage pedestrian or bicyclist use?
None identified.
 - Are there locations within Yancey County with high medical response calls? (nursing homes, retirement communities, summer camps, etc.)
None identified.
 - Are there places in Yancey County with known issues (isolation, access, etc.) with emergency response or evacuation?
None identified.
- Yancey County EMS is currently dealing with operations safety precautions associated with COVID-19.

Last Edited 6/26/2019

- The recent completion of the US 19E project has helped Yancey County EMS operations and response times.
- EMS calls at Mt. Mitchell are coordinated with Mt. Mitchell staff for strategic pick up locations.
- The highest number of crashes occur along the Blue Ridge Parkway/McDowell County line (1 mile in either direction) and typically involve motorcycles.

Fire stations:

- West Burnsville Fire Department
 - Clearmont Volunteer Fire Department
 - Burnsville Fire Department
 - Egypt & Ramseytown Fire Department
 - Double Island Fire Department
 - Newdale Fire Department – Micaville
 - South Toe Fire Department
 - South Toe Volunteer Fire Department
 - Pensacola Volunteer Fire Department
-
- Yancey County Sheriff
 - Burnsville Police Department
 - No EMS in Yancey County – Closest EMS is Mitchell County EMS (US 19E) and then Madison County EMS (from I-26 and US 19E)

Medical Facilities:

- Blue Ridge Medical Center – Yancey Campus – 800 Medical Campus Dr
- Smoky Ridge Health & Rehabilitation – 310 Pensacola Rd

Closest Hospitals to Yancey County are in Asheville and Spruce Pine

Last Edited 6/26/2019

6. Economic Conditions

Data Element: Economic Conditions/Jobs	
Why important?	<p>The local economy is the lifeblood of the community. Without access to jobs, communities may fade away.</p> <p><i>Note: In the sections below, the difference between "three major employment centers" and "which three companies" is that the first is asking about locations while the second about specific employers who may or may not have multiple locations. Using Wake CTP Study Area as an example, major employment centers would be the Cary-Morrisville area, downtown Raleigh and Capital Blvd north of Raleigh, while the three largest employers may be the state, Wake County schools and WakeMed. Thus two of the largest employers are not major players in any of the major employment centers while the state is concentrated in the downtown center, but is otherwise scattered.</i></p>

Potential Data Source(s)	<p>Industry Category: http://accessnc.commerce.state.nc.us/EDIS/demographics.html</p> <p>Top three employers: http://accessnc.commerce.state.nc.us/EDIS/business.html (Note: employment data is reported by company by range of employees, not the specific number of employees)</p>
Other Source(s)	Economic development office or agency (chamber of commerce), local planner, town/county/city manager, economic development plan, recent project level Community Impact Assessment and/or Indirect & Cumulative Effects reports

- A. What are the major employment centers in Yancey County (note the number of jobs if available)? Besides Yancey County Ask Economic Development
1. Altec
 2. Yancey County Schools
 3. Yancey County
 4. Ingles
 5. Glen Raven Mills
 6. Young-McQueen Grading Inc
 7. MH Blue Ridge Medical Center
 8. Senior Care Group
 9. Mountain Air Country Club
 10. Hickory Springs Manufacturing Company

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- B. Which industry categories and companies employ the most people? (provide available employment data for each)?

See list above – ranked in order of # employees

- C. Which industries/companies have produced the most new jobs over the last ten years?

- D. How many jobs are expected in the next 10 years? 20 years? What type of jobs?

- E. Are these jobs expected to be in the existing major employment centers or in other areas?

7. Development Goals

Data Element: Development Goals	
Why important?	Understanding local development vision and goals is necessary to assess and plan future transportation and other infrastructure. This information is also significant for assessing cumulative human and natural environment effects during planning activities.

Potential Data Source(s)	Local future land use GIS layers, if available
Other Source(s)	Local planner(s), land use/land development plan, comprehensive plan, town/county/city manager, economic development office, economic development plan, chamber of commerce, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

- A. Identify major target areas for residential development.
In the western and eastern portions of Yancey County off US 19E west of Burnsville town limits and east of Burnsville.
- B. Identify major target areas for employment centers.
Off US 19E.

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Highest growth potential area is along US 19E especially in the western portion of the County (Pages 27 and 46 of the 2019 Yancey County Strategic Economic Development Plan).

C. Identify major target areas for commercial development.

Highest growth potential area is along US 19E especially in the western portion of the County (Pages 27 and 46 of the 2019 Yancey County Strategic Economic Development Plan).

D. Will development density be higher, lower or about the same as existing development?
About the same with more growth in the outside recreation area.

E. Will the proximity of housing to jobs, shopping and services be more, less or about the same as existing development?
About the same with most development along US 19E.

F. What plans for land use, highways, sidewalks, greenways, and bicycle routes already exist in the planning area? (Provide a link or where to find it.)

- 2006/2007 Burnsville Pedestrian Plan
- 2014 High Country Bike Plan

8. Farming Operations

Data Element: Farming Operations	
Why important?	Agriculture remains an important industry in North Carolina. North Carolina ranks 7 th in the United States in farm profits. It is a very important contributor to the economic health of North Carolina, particularly for rural areas. The sector adds \$70 billion annually to the State’s economy, accounting for 18% of the State’s income and employing 17% of its workforce.
Potential Data Source(s)	<p><i>http://srsfia2.fs.fed.us/states/north_carolina.shtml</i></p> <p><i>Farms:</i> http://www.ncagr.gov/stats/codata/index.htm</p> <p><i>Timber:</i> pages 18-19 of report (http://www.srs.fs.usda.gov/pubs/rb/rb_srs088.pdf)</p>
Other Source(s)	County Soil & Water Conservation office, NC Farm Bureau, local Farm Bureau office, NC Department of Agriculture, recent project level Community Impact reports

(Pages 32-36 of the 2019 Yancey County Strategic Economic Development Plan).

Last Edited 6/26/2019

According to the 2017 USDA Census of Agriculture, Yancey County had 369 farm operations spread across 30,284 acres. In addition, Little leaf Farms Subsidiary plans greenhouse complex in Burnsville (approximately 100 jobs) off US 19E.

- A. List roads that are known to be impacted by farming equipment or timber trucks.
All roads are impacted by both log trucks and various sizes of dump trucks, especially NC 197, US 19W, and NC 80.

When it comes to logging there’s a sawmill on SR 1140 (Depot Street) in Burnsville. It will probably will see a majority of the truck traffic.

- B. Are any farms given special designation (Century Farms, voluntary agricultural districts VADs/EVADs, preservation agreements)?

None noted by CTP Steering Committee members.

Last Edited 6/26/2019

Natural Resources

Data Element: Natural Resources	
Why important?	Natural resources are part of the community character and fabric, and in many cases are important components of the economy, especially in the context of recreational and tourism activities. Natural resources have socio-economic value and natural resource data is important so that it can be considered throughout the CTP process, including for indirect and cumulative effects studies.
Potential Data Source(s)	Environmental Features Map (developed as part of the CTP study), Local land use GIS layers (if available) , <i>DENR's Conservation Planning Tool:</i> http://portal.ncdenr.org/web/nhp/gis-download NC Wildlife Resource Commission's NC Green Growth Toolbox: http://www.ncwildlife.org/Conserving/Programs/GreenGrowthToolbox.aspx
Other Source(s)	Land use/land development plan, comprehensive plan, local planner, town/county/city manager, North Carolina Natural Heritage Program, recent project level Community Impact Assessment and/or Indirect & Cumulative Effects reports

Locate and describe any community identified natural areas, waters, and resources or other valued environmental areas or resources. Please also describe why the resource is important to the community.

- Pisgah National Forest/ Mount Mitchell State Park (Southern end of county)
- Appalachian Trail (Yancey County/Tennessee border)
- Cherokee National Forest (northern end of county)
- Four major rivers: Cane, Nolichucky, North Toe, and South Toe
- Blue Ridge Parkway

Important for outdoor recreation and tourism economy.

Last Edited 6/26/2019

9. Transportation Choices

Data Element: Transportation Choices	
Why important?	Transportation choice has been identified by increasing numbers of communities, groups, and stakeholders as important to a community’s livability and quality of life. It is important to document this as part of community understanding because it is a critical component of long range transportation planning.
Potential Data Source(s)	Local transportation GIS layers, if available
Other Source(s)	Local transportation planner(s), local transportation plans (particularly if they include a bicycle component), local planner(s), land use/land development plan, comprehensive plan, town/county/city manager, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

A. Identify major existing and proposed bicycle and pedestrian destinations.

(C=Bicyclist; P=Pedestrian; B=Both_

- Blue Ridge Parkway (C)
- Mount Mitchell (C)
- Downtown Burnsville (B)
- Ingles (B)
- All schools (B)
- Yancey Department of Social Services – 320 Pensacola Rd (B)
- Parkway Playhouse (P)
- All Town and County Parks (B): Cane River Park; Ray-Cort Recreation Park (includes skate park); Kid Mountain; Mt Mitchell; Toe River Campground

B. Identify major existing and proposed transit (bus and/or rail) destinations.

Specific areas and roads of concern for Yancey Transportation due to narrow and curvy roads include:

- Bald Mountain area
- NC 80 North
- Cox’s Creek Road
- Seven Mile Ridge
- Boone Branch Road

Last Edited 6/26/2019

Transit stops on the east side (Micaville area) and west side (west Burnsville Fire Department area) of the county were mentioned to help with employment trips in the future and coordinate trips with Avery and Mitchell counties to Asheville. It was also noted that the senior center could be used as a central drop off location. Discussion ensued about the benefits of the new transit facility

- C. Identify major existing and proposed freight corridors and destinations.

I-26 in Madison County and I-40 in McDowell County

SOCIO-ECONOMIC DATA FORECASTING METHODOLOGY

In the development of the Yancey County CTP, existing and anticipated deficiencies were determined through an analysis of the transportation system looking at both current and future travel patterns. The following socio-economic factors are integral to establish planning assumptions for this study.

- ✓ [Population Trend and Projection](#)
- ✓ [Land Use](#)
- ✓ [Employment Trend and Projection](#)
- ✓ [Growth Rate Methodology](#)

Travel demand was projected from 2018 to 2045 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1990 to 2018. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. For this CTP, the 2019 Yancey County Strategic Economic Development Plan was used.

The CTP Steering Committee worked with NCDOT to estimate population growth, economic development potential, employment projections and land use trends to determine the potential impacts on the future transportation system in 2045. This data was endorsed by the Yancey County Board of Commissioners on October 12, 2020 and by Burnsville Town Council on October 1, 2020.

Population

Population trends were estimated using available data from the Office of State Budget and Management (OSBM). Population trends were estimated by calculating the annual growth rate (AGR) for the previous 40 years of census data (1970 - 2010) and using that historical AGR value to project into the future as shown in Table 1. From 1970 to 2010, Yancey County grew by an approximate 0.4% AGR.

Year	Population Yancey County	Population Burnsville	Population North Carolina
1970	12,629	1348	5,084,411
1980	14,934	1452	5,880,095
1990	15,419	1482	6,632,448
2000	17,774	1623	8,046,813
2010	17,817	1693	9,535,483
2018	18,455	1709	10,389,148
2020	18,794	NA	10,630,691
2030	20,488	NA	11,836,070
2039	22,013	NA	12,919,921
2045**	23,200	NA	NA

Table 1 – Population Data

County Estimates (North Carolina Office of State Budget and Management) - April 2010 Estimate - Accessed on 1/21/2020

Municipal Estimates (North Carolina Office of State Budget and Management) (Last updated September 16, 2019); <https://www.osbm.nc.gov/facts-figures/linc>

Growth Rates Per Year (AGR)	Growth Rates Per Year (AGR) Yancey County	Growth Rates Per Year (AGR) Burnsville
2000-2010	0.02%	0.42%
2000-2018	0.21%	0.29%
2000-2030	0.47%	NA
2000-2039	0.55%	NA
2010-2018	0.44%	0.12%
2010-2030	0.70%	NA
2010-2039	0.73%	NA
2018-2039	0.84%	NA

Table 2 – Yancey County Annual Growth Rates

Land Use

G.S. §136-66.2 requires that local areas have a current (less than five years old) land development plan prior to adoption of the CTP. For this CTP, the 2019 Yancey County Strategic Economic Development Plan was used to meet this requirement.

Land use refers to the physical patterns of activities and functions within an area. Traffic demand in a given area is, in part, attributed to adjacent land use. For example, a large shopping center typically generates higher traffic volumes than a residential area. The spatial distribution of different types of land uses is a predominant determinant of when, where, and to what extent traffic congestion occurs. The travel demand between different land uses and the resulting impact on traffic conditions varies depending on the size, type, intensity, and spatial separation of development. Additionally, traffic volumes have different peaks based on the time of day and the day of the week. For transportation planning purposes, land use is divided into the following categories:

Residential:

Land devoted to the housing of people, with the exception of hotels and motels which are considered commercial.

Commercial:

Land devoted to retail trade including consumer and business services and their offices; this may be further stratified into retail and special retail classifications. Special retail would include high-traffic establishments, such as fast food restaurants and service stations; all other commercial establishments would be considered retail.

Industrial:

Land devoted to the manufacturing, storage, warehousing, and transportation of products.

Public:

Land devoted to social, religious, educational, cultural, and political activities; this would include the office and service employment establishments.

Agricultural:

Land devoted to the use of buildings or structures for the raising of non-domestic animals and/or growing of plants for food and other production.

Mixed Use:

Land devoted to a combination of any of the categories above.

Anticipated future land development is, in general, a logical extension of the present spatial land use distribution. Locations and types of expected growth within the planning area help determine the location and type of proposed transportation improvements.

Most growth in Yancey County is expected to occur in the vicinity of US 19E, especially in the western portion of the county. The new Mount Mitchell State Park land off N.C.197 may also spark growth in that area.

Employment

Future employment conditions within Yancey County were established by the CTP Steering Committee. This included approximate locations and intensity for proposed employment centers which were based on the 2019 Yancey County Strategic Economic Development Plan. Any anticipated heavy demand on the future transportation system as a result of these proposals is accounted for in projected traffic volumes as described below. County wide 2045 employment totals were based on maintaining the same population-employment ratios as present in 2018.

Year	Yancey County Population	Yancey County Employed*	Employed/Population Ratio	Yancey County Employment within County**	Employment/Population Ratio
1990	15,419	6717	0.44	3658	0.24
2000	17,774	8538	0.48	4858	0.27
2010	17,817	7810	0.44	3649	0.20
2018	18,455	7950	0.43	3490***	0.19
2045	23,200	10,200	0.44	5800	0.25

Table 3 – Yancey County Employment and Population to Employment

*<https://d4.nccommerce.com/LausSelection.aspx> accessed 3/20/2020

**<https://www.nccommerce.com/about-us/divisions-programs/labor-economic-analysis-division> accessed 6/25/2020

***<https://www.census.gov/quickfacts/yanceycountynorthcarolina> accessed 6/25/2020

Growth Rate Methodology

Historic traffic volumes trends were also analyzed. Growth rates were used to project 2045 traffic volumes. After review of the population and employment past trends low, medium, and high growth rates were established by the CTP Steering Committee. When calculated growth rates were 0% or negative, a conservative rate of 0.1% was applied unless the facility is one that goes through an area defined in the 2019 Yancey County Strategic Economic Development Plan as an area of anticipated development growth. Then a growth rate of 1.2% was used unless the current growth rate was higher. Then that rate was applied. If a facility showed moderate growth but fluctuated significantly over the past decade, an annual average growth rate of 0.9% was used.

Growth	Percent Annual Growth Rate
Low	0.1%
Medium	0.9%
High	1.2%

Estimated Traffic Volume Growth Rates Applied to 2018 Yancey County AADTs

TRANSPORTATION PLANNING ANALYSIS DATA

Various pieces of information were used to help analyze the existing transportation system. This section covers some of the data used and maps associated with it which includes:

- ✓ [Bridge Deficiency Assessment](#)
- ✓ [Traffic Crash Analysis](#)
- ✓ [Consideration of Natural and Environmental Features](#)
- ✓ [Existing Freight/Truck data](#)
- ✓ [Regional Connectivity](#)

Bridge Deficiency Assessment

Bridges are a vital element of a highway system. First, they represent the highest unit investment of all elements of the system. Second, any inadequacy or deficiency in a bridge reduces the value of the total investment. Finally, a bridge presents the greatest opportunity of all potential highway failures for disruption of community welfare. For these reasons, it is imperative that bridges be constructed to the same design standards as the system of which they are a part.

The NCDOT Structures Management Unit inspects all bridges in North Carolina at least once every two years. Bridges having the highest priority are replaced as federal and state funds become available.

Twenty-four deficient bridges were identified on roads evaluated as part of the CTP and are illustrated in Figure 2. Of these, none are scheduled for replacement in the 2020 – 2029 TIP. Additionally, nine are on roadways recommended for improvement in the CTP. As deficient bridges are replaced, every consideration should be given to proposed CTP recommendations and cross sections associated with the recommendations.

The Structures Management Unit analyzes bridges within the Division and shares this information with the Division Bridge Program Manager to assist in determining the prioritization of the bridge projects. The structures unit utilizes various metrics such as condition, structural adequacy, safety, serviceability, and functional capability during this analysis. Once the Division and Structures Management Unit agree upon the bridge replacement priority, the bridges with the highest priority are replaced as Federal and State funds become available.

A bridge is considered deficient if it is either structurally deficient or functionally obsolete. Structurally deficient means there are elements of the bridge that need to be monitored and/or repaired. The fact that a bridge is structurally deficient does not imply that it is likely to collapse or that it is unsafe. It means the bridge must be monitored, inspected, and repaired/replaced at an appropriate time to maintain its structural integrity. A functionally obsolete bridge is one that was built to standards that are not used today. These bridges are not automatically rated as structurally deficient, nor are they inherently unsafe. Functionally obsolete bridges are those that do not have adequate lane widths, shoulder widths, or vertical clearances to serve current traffic demand or to meet the current geometric standards. These bridges also may be occasionally flooded.

Deficient bridges on roads in the CTP are shown in the table below. For more information on deficient bridges within the planning area, contact the Structures Management Unit using the information in the contacts section of the [Appendix document](#).

Deficient Bridges

Bridge ID	Facility	Feature	Condition	Last Year Rated	Local ID
1	SR1396 (Simms Fork Rd)	Elk Wallow Creek	SD	8/13/2019	
11	SR1126 (Horton Creek Rd)	Horton Creek	FO	8/14/2019	
12	US19W	Bald Creek	SD	8/7/2019	YANC0001-HB
16	NC197	Elk Fork Creek	FO	8/26/2019	YANC0013-H
47	SR1416 (Clearmont Sch Rd)	Mine Fork Creek	FO	6/24/2019	YANC0003-B
55	US19W	Cane River	SD	9/10/2019	YANC0001-HB
60	SR1154 (Lowers Brown Ck Rd)	Brown Creek	FO	7/10/2019	
62	SR1153 (Hickory Springs Rd)	Ayles Creek	SD	7/10/2019	YANC0003-M
73	SR1391 (Hardscrabble Rd)	Hardscrabble Branch	FO	8/6/2019	
95	SR1153 (Hickory Springs Rd)	Ayles Creek	SD	7/17/2019	
98	SR1109 (Bolens Creek Rd)	Bowlens Creek	FO	8/13/2019	YANC0002-B
100	SR1153 (Hickory Springs Rd)	Ayles Creek	FO	7/17/2019	
116	SR1395 (Bald Mountain Rd)	Bald Mountain Creek	SD	9/16/2019	
118	SR1395 (Bald Mountain Rd)	Bald Mountain Creek	SD	9/17/2019	
120	SR1395 (Bald Mountain Rd)	Jim Creek	FO	1/28/2020	
126	SR1395 (Bald Mountain Rd)	Bald Mountain Creek	FO	9/18/2019	
171	SR1336 (Toe River Rd)	Jacks Creek	FO	6/12/2019	YANC0010-B
195	SR1140 (Depot St)	Little Crabtree Creek	SD	7/25/2019	
202	SR1401 (Sampson Mtn Rd)	Bald Mountain Creek	SD	8/13/2019	
267	SR1154 (Grindstaff Rd)	Brown Creek	FO	7/25/2019	
269	SR1421 (Windy Gap Rd)	Bald Creek	SD	8/12/2019	
304	SR 1417 (Hunt Dale Rd)	WKWY Anchor Cables from pedestrian foot bridge (private)	FO	9/7/2017	YANC0006-B
307	NC197	Mine Fork Creek (Culvert)	SD	6/25/2019	YANC0008-HB
314	SR1205 (South Toe River Rd)	Still Fork Creek	FO	7/8/2019	

Data received 6/26/2020 from NCDOT Structures Management Unit

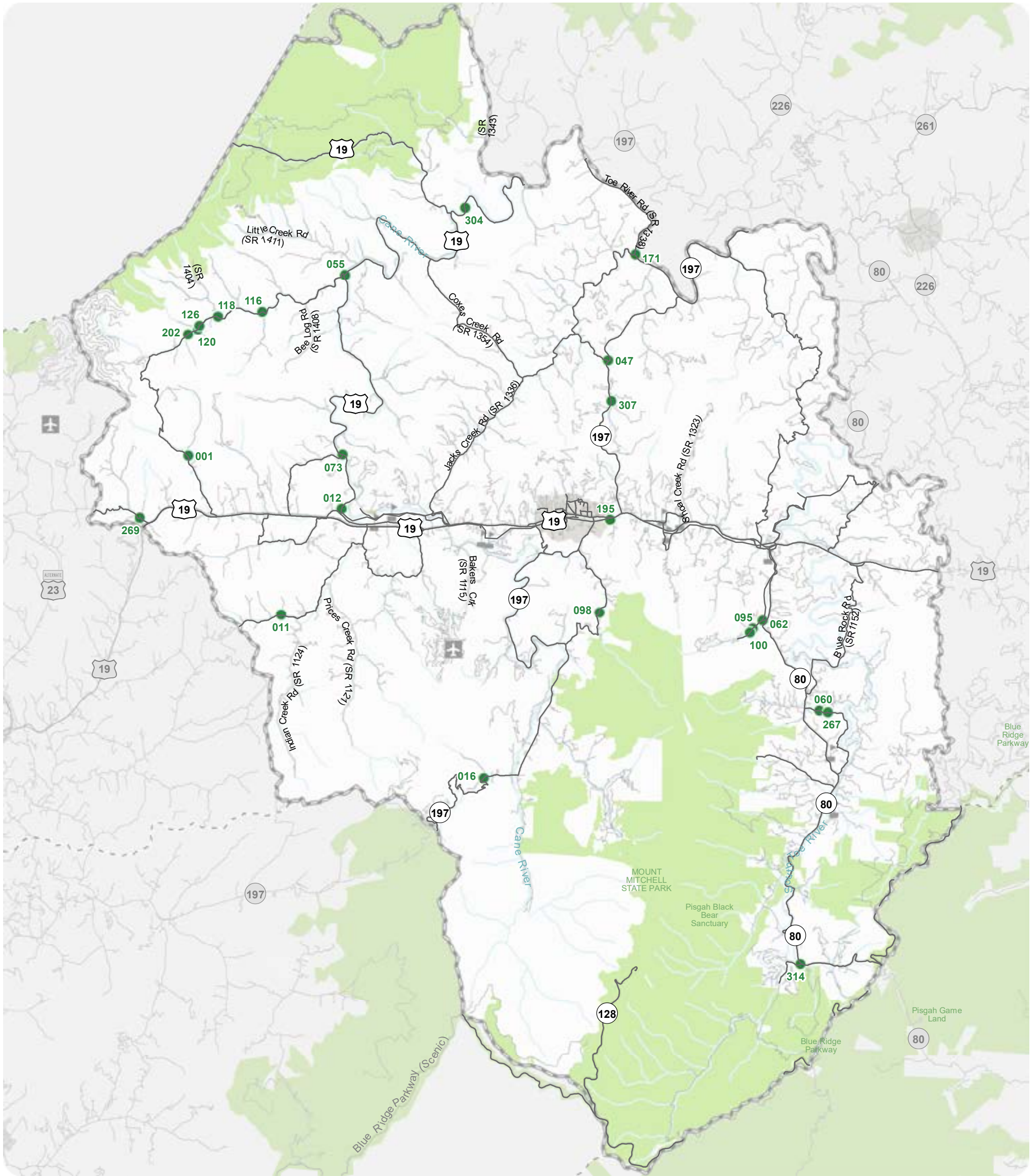


Figure 2

BRIDGE DEFICIENCIES



YANCEY COUNTY

CTP Analysis and Information

Plan Date: May 05, 2021

Bridge Features

- Deficient Bridge
- Bridge
- Other Structure

Other Features

- Study Road
- High Country RPO



Full report at:
<https://tinyurl.com/Yancey-County-CTP>



Sheet 1 of 2

Base map date: November 05, 2019

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Figure 2
BRIDGE DEFICIENCIES



YANCEY COUNTY
TOWN OF BURNSVILLE INSET
 CTP Analysis and Information

- Bridge Features
- # Deficient Bridge
 - Bridge
 - Other Structure
- Other Features
- Study Road



Full report at:
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Sheet 2 of 2
 Inset

Base map date: November 05, 2019

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Plan Date: May 05, 2021

Traffic Crash Analysis

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Safety is at the core of the NCDOT's mission of connecting people, products, and places; and therefore, there are several ongoing programs and initiatives within NCDOT that specifically address safety. The Traffic Safety Unit within NCDOT's Transportation Mobility and Safety Unit publishes many datasets related to traffic safety. One dataset used as a reference for the development of this CTP is planning level crash data grouped by Intersection and segments.

This dataset identifies locations that have experienced 5 or more crashes within the most recent five-year period. During this period, a total of nine intersections and one-hundred and forty-one roadway sections were identified as illustrated in Figure 3 and 3A.

The CTP Steering Committee reviewed this data and commented that Yancey County has a low crash history with the majority of incidents along U.S. 19E which should be alleviated with the recent improvements along this corridor. During public input opportunities, two additional intersections were identified during the development of this CTP and recommended for improvements:

- **U.S. 19W & Whittington Rd (SR 1379) Intersection**
- **N.C. 80 & South Toe School Rd (SR 1163) Intersection**

Figures 11_1 show bicycle crash locations and Figures 11_3 and 11_3A shows pedestrian crash locations.

Since safety concerns often need more immediate addressing than long-range projects identified during a CTP, all public comments concerning safety received during the development of the Yancey County CTP were shared with NCDOT Division 13.

The primary method for identifying locations that are likely to produce a safety project is through the Highway Safety Improvement Program (HSIP). The HSIP provides a continuous and systematic process that identifies, reviews, and addresses specific traffic safety concerns throughout the state (<https://connect.ncdot.gov/resources/safety/pages/nc-highway-safety-program-and-projects.aspx>). The program is structured in several distinct phases:

A system of safety warrants is developed to identify locations that are possibly deficient.

- **Locations that meet warrant criteria are categorized as potentially hazardous (PH) locations.**
- **Detailed crash analyses are performed on the PH locations with the more severe and correctable crash patterns.**
- **The Regional Traffic Engineering staff performs engineering field investigations.**
- **The Regional Traffic Engineering staff utilizes Benefit: Cost studies and other tools to develop safety recommendations.**
- **Depending on the cost and nature of the countermeasures, the investigations may result in requesting Division maintenance forces to make adjustments or repairs, developing Spot Safety projects, developing Hazard Elimination projects, making adjustments to current TIP project plans or utilizing other funding sources to initiate countermeasures.**
- **Selected projects are evaluated to determine the effectiveness of countermeasures.**

The ultimate goal of the HSIP is to reduce the number of traffic crashes, injuries and fatalities by reducing the potential for and the severity of these incidents on public roadways.

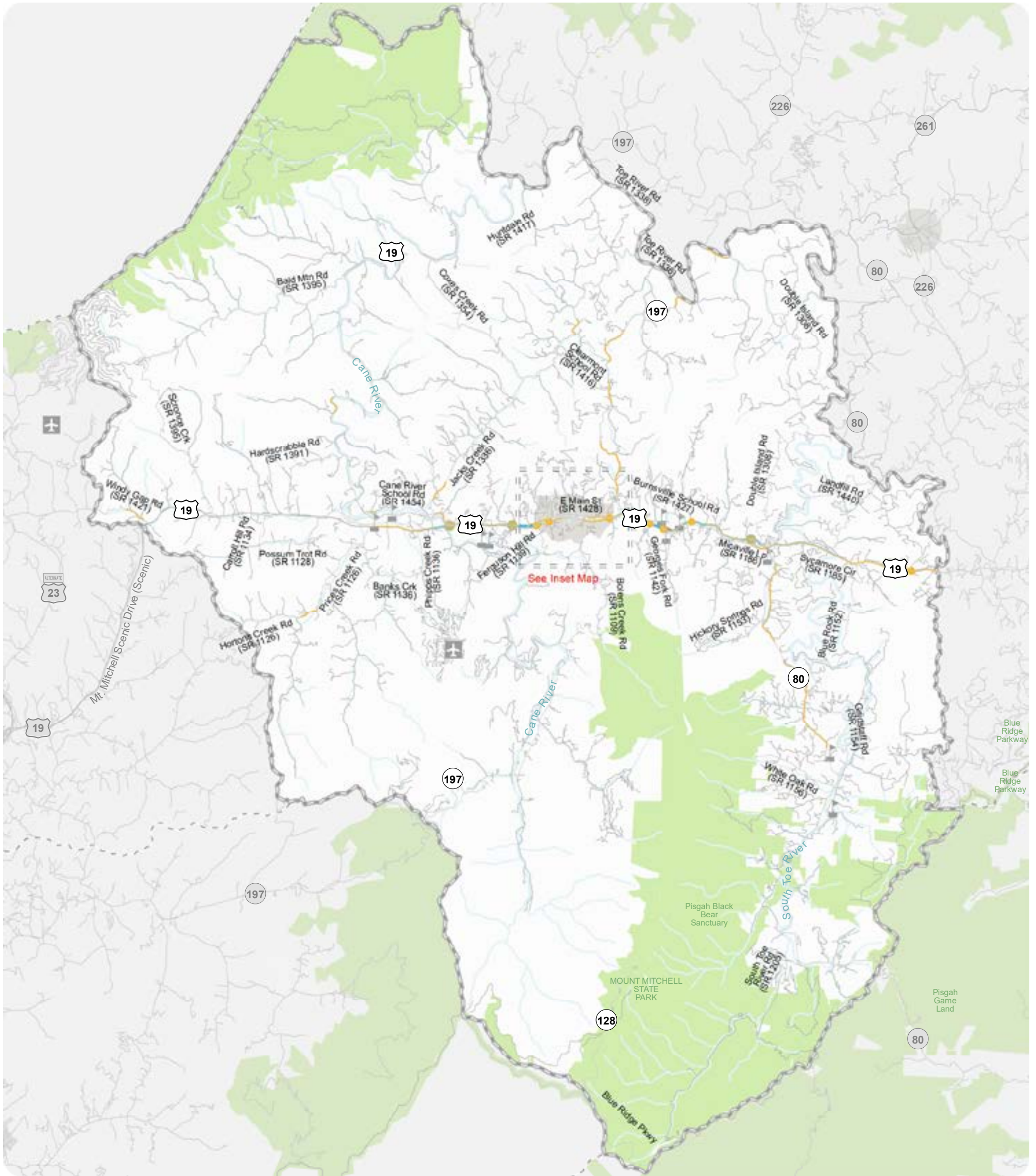



Figure 3
PLANNING LEVEL
FREQUENCY CRASH
LOCATIONS



YANCEY COUNTY

CTP Analysis and Information



Plan Date: May 05, 2021

High Frequency Crash Features
 (January 2014 - December 2018)



Total Crashes	Intersection	Road Section
5 - 9		
10 - 19		
20 - 29		
31 - 39		
40 - 49		
50 and above		

Other Features

- Study Road
- High Country RPO

Full report at:
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Sheet 1 of 2

Base map date: November 05, 2019

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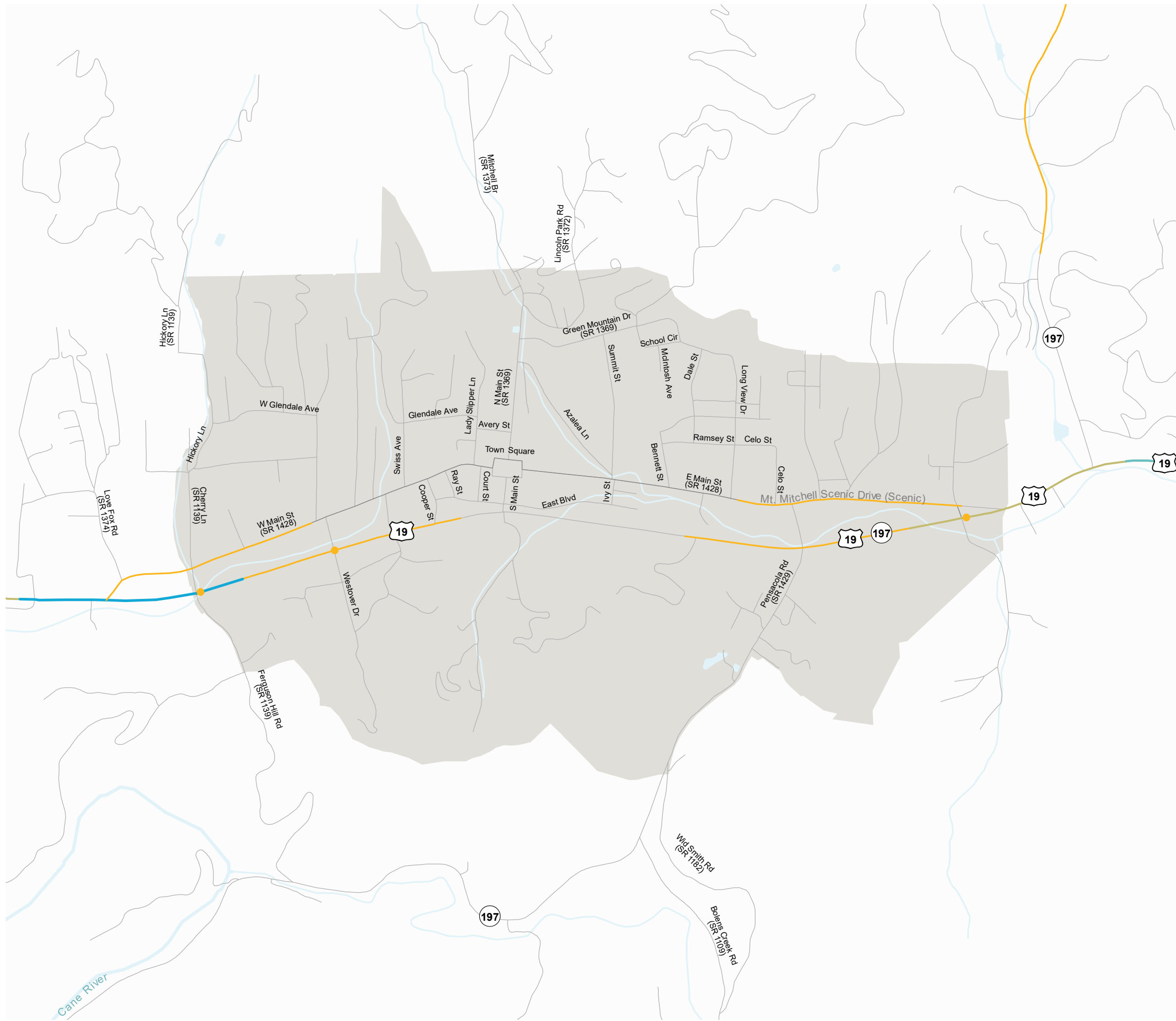
Figure 3
**PLANNING LEVEL
 FREQUENCY CRASH
 LOCATIONS**



YANCEY COUNTY
TOWN OF BURNSVILLE INSET
 CTP Analysis and Information
 High Frequency Crash Features
 (January 2014 - December 2018)

Total Crashes	Intersection	Road Section
5 - 9	Small yellow dot	Thin yellow line
10 - 19	Small olive green dot	Thin olive green line
20 - 29	Small teal dot	Thin teal line
31 - 39	Small blue dot	Thin blue line
40 - 49	Medium blue dot	Medium blue line
50 and above	Large dark blue dot	Thick dark blue line

Other Features
 — Study Road



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Sheet 2 of 2
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Consideration of Natural and Human Environment

Environmental features are a key consideration in the transportation planning process. Section 102 of the National Environmental Policy Act (NEPA) requires consideration of impacts on wetlands, wildlife, water quality, historic properties and public lands. While a full NEPA evaluation was not conducted as part of the CTP, every effort was made to minimize potential impacts to these features using the best available data. Any potential impacts to these resources were identified as a part of the project proposals on the project sheets. Prior to implementing transportation recommendations of the CTP, a more detailed environmental study would need to be completed in cooperation with the appropriate environmental resource agencies.

Environmental Features

A full listing of environmental features that are typically examined as a part of a CTP study is shown in the following tables. Environmental features occurring within Yancey County are shown in Figure 4 and are shown in **bold** text in the table below. The data for the features shown in the maps was accessed in November, 2019.

Table - Environmental Features

- **24k Hydro Lines**
- **303D Streams**
- **Airport Boundaries**
- Anadromous Fish Spawning Areas
- APNEP - Submerged Aquatic Vegetation
- Beach and Waterfront Access
- Benthic Habitat
- **Bicycle Routes**
- Boating Access
- **Churches and Cemeteries**
- **Colleges and Universities (Points)**
- **Conservation Tax Credit Properties**
- **Critical Habitat for Threatened and Endangered Species**
- **Emergency Operation Centers**
- Fish Nursery Areas
- **Hazard Substance Disposal Sites (points & polygons)**
- **Hazardous Waste Facilities**
- **High Quality Waters and Outstanding Resource Water Management**
- **Historic Resources – National Register and Determined Eligible (points and polygons)**
- Hospitals
- **Hydrography - 1:24,000-scale (polygons)**
- **Landscape Habitat Indicator Guilds (LHIGs) Managed Areas**
- **National Wetlands Inventory (polygons)**
- **Natural Heritage Element Occurrences**
- NC-CREWS: N.C. Coastal Region Evaluation of Wetland Significance
- **NC National Parks**
- **NCDOT Maintained Mitigation Sites**
- **Railroads (1:24,000)**
- **Recreation Projects - Land and Water Conservation Fund**
- **Regional Trails**
- **Sanitary Sewer Systems - Treatment Plants**
- **Schools (Public & Non-Public)**
- **Significant Natural Heritage Areas**
- State Natural and Scenic Rivers
- **State Parks**
- **Target Local Watersheds - EEP**
- **Trout Streams (DWQ)**
- **Trout Waters WRC (arcs & polygons)**
- Unique Wetlands
- **Water Distribution Systems – Tanks & Treatment Plants**
- **Water Supply Watersheds**

Archaeological sites were also considered but are not mapped due to restrictions associated with the sensitivity of the data.

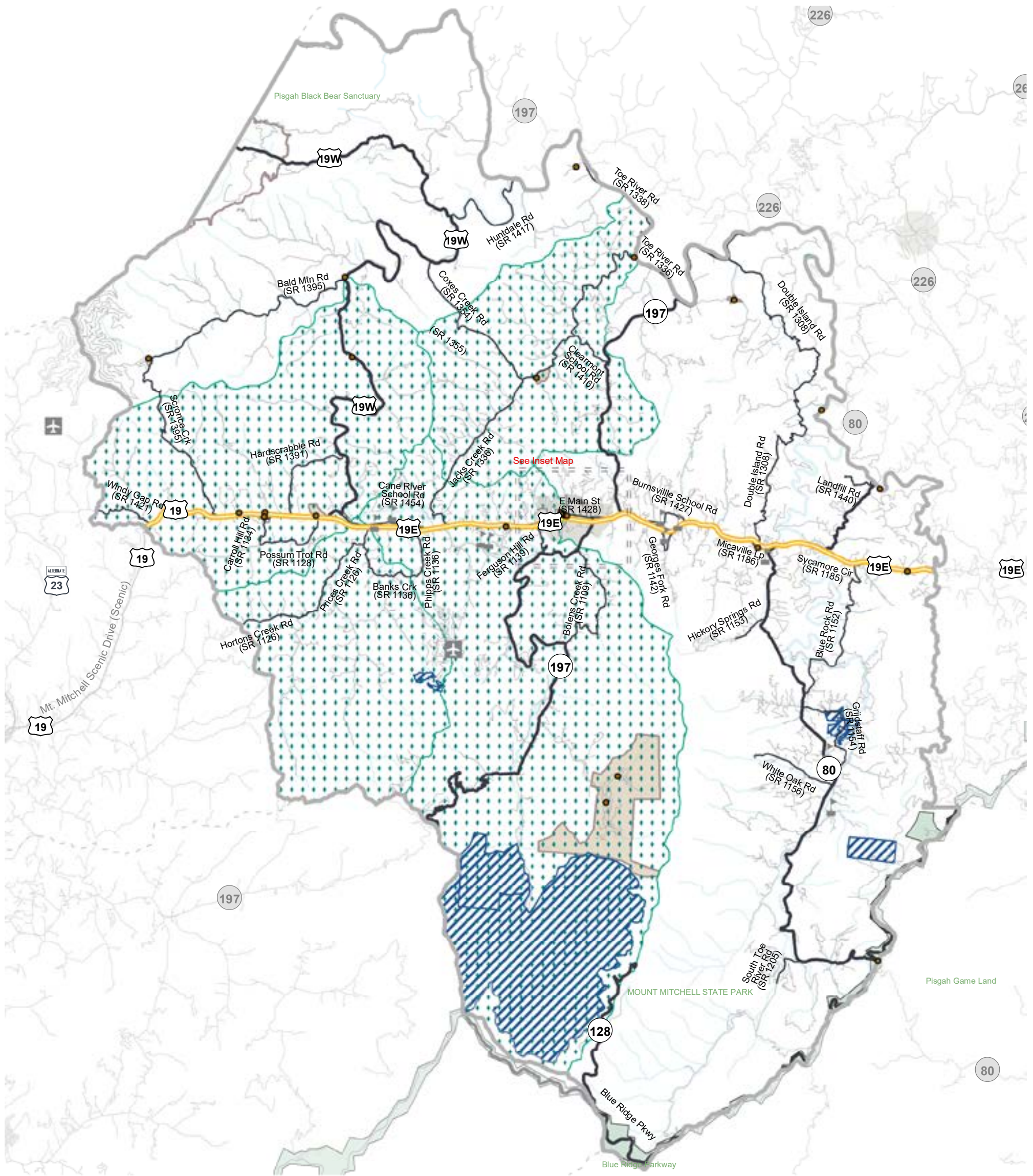


Figure 4

ENVIRONMENTAL FEATURES













YANCEY COUNTY

CTP Analysis and Information

Plan Date: March 15, 2021

Environmental Features Legend

-  Schools
-  Hospital
-  Historic Resources - National Register and Determined Eligible (Point)
-  APNEP Submerged Aquatic Vegetation
-  Targeted Local Watersheds - EEP
-  Conservation Tax Credit Properties
-  Historic Resources - National Register and Determined Eligible
-  NC CREWS
-  National Wetlands Inventory (NWI)
-  NC National Parks



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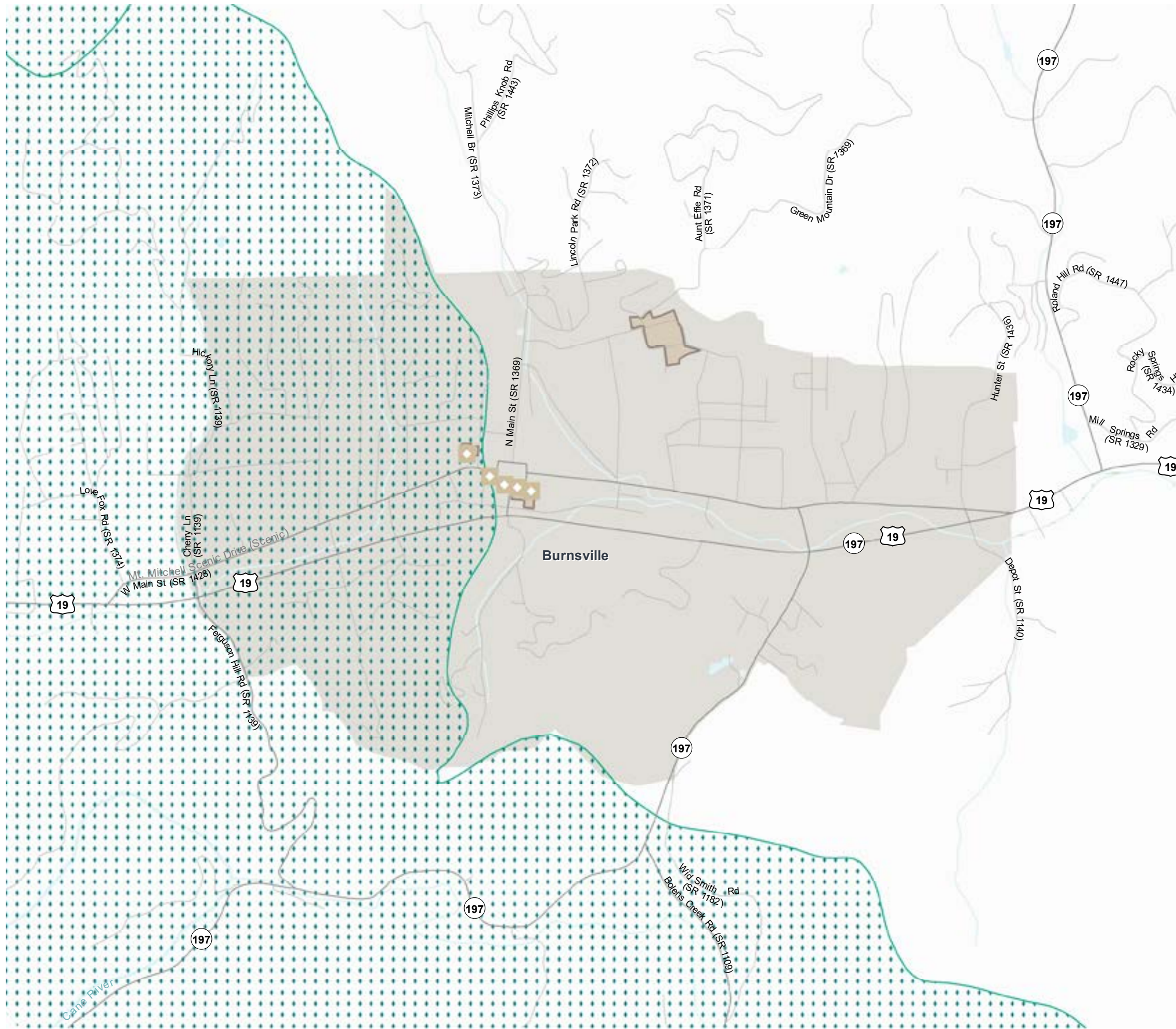
Sheet 1 of 3

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Figure 4
ENVIRONMENTAL FEATURES



YANCEY COUNTY
TOWN OF BURNSVILLE
 CTP Analysis and Information

Primary Environmental Features Legend

-  Historic Resources - National Register and Determined Eligible (Point)
-  Targeted Local Watersheds - EEP
-  Historic Resources - National Register and Determined Eligible (Polygon)
-  National Wetlands Inventory (NWI)



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Sheet 1.1A of 3

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Plan Date: May 05, 2021

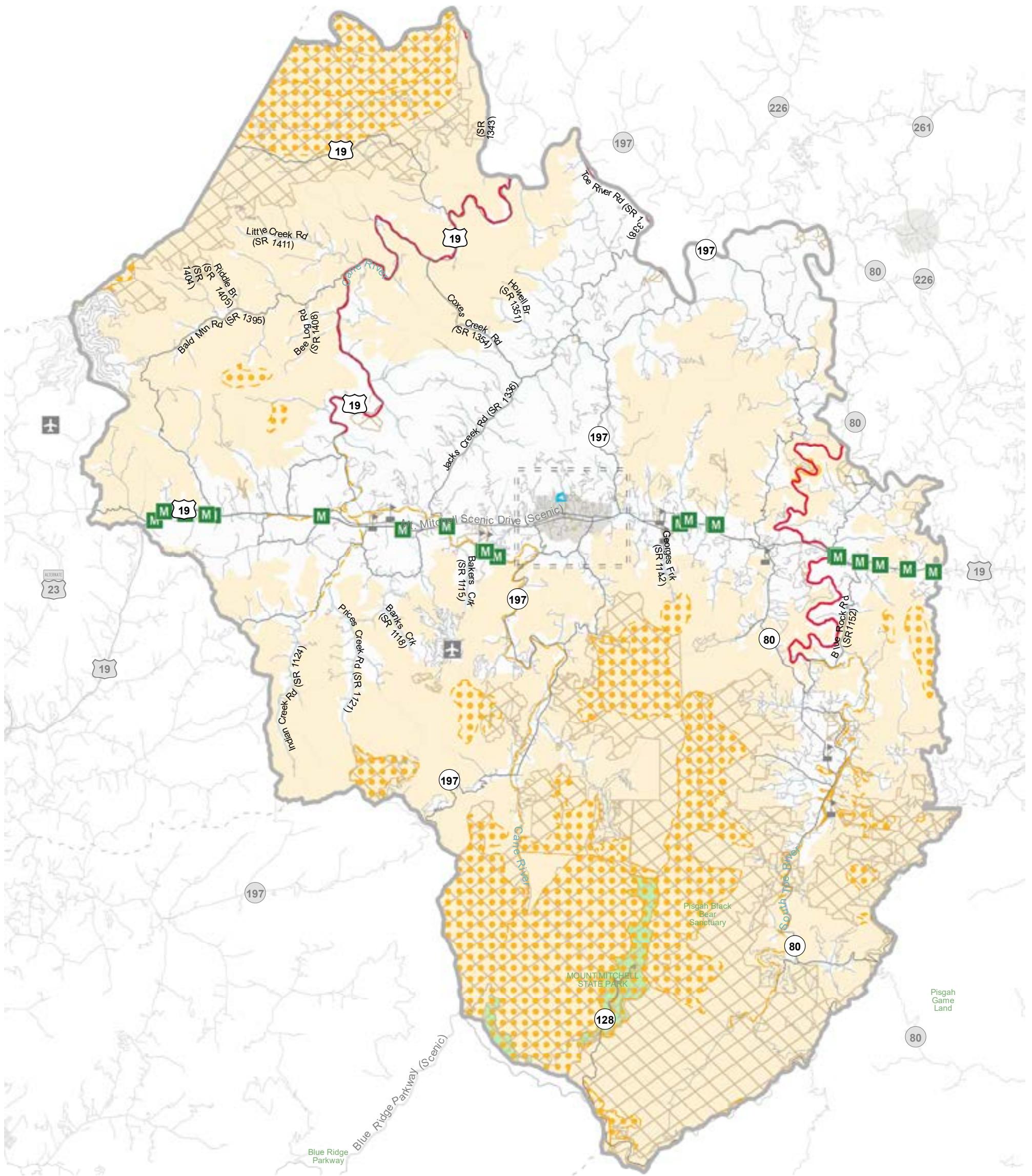


Figure 4

ENVIRONMENTAL FEATURES



YANCEY COUNTY

CTP Analysis and Information

Plan Date: March 15, 2021

Environmental Features Legend

- Mitigation Site - NCDOT Maintained
- Critical Habitat for Threatened and Endangered Species
- Land and Water Conservation Fund (Recreation Projects)
- Natural Heritage Significant Areas
- Managed Areas
- Parks and Recreation
- Landscape Habitat Indicator Guilds



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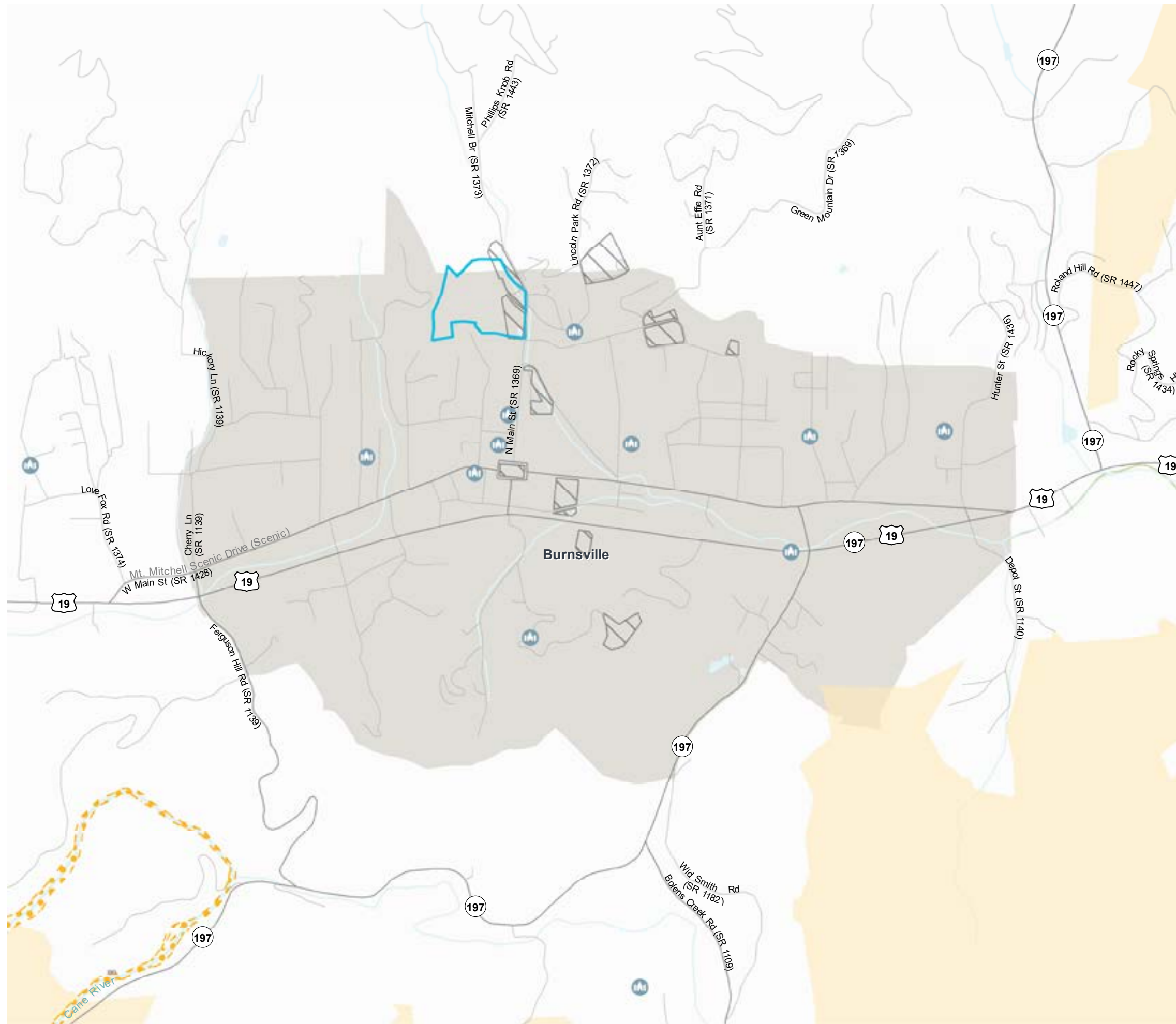
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Figure 4
ENVIRONMENTAL FEATURES



YANCEY COUNTY
TOWN OF BURNSVILLE
 CTP Analysis and Information

Primary Environmental Features Legend

- Interstates
- US
- NC
- State Routes
- Churches and Cemeteries
- Land and Water Conservation Fund (Recreation Projects)
- Natural Heritage Natural Areas
- Managed Areas
- Landscape Habitat Indicator Guilds



Full report at:
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0 0.25 0.5
 Miles

Sheet 1.2A of 3
 Inset

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Plan Date: January 13, 2021

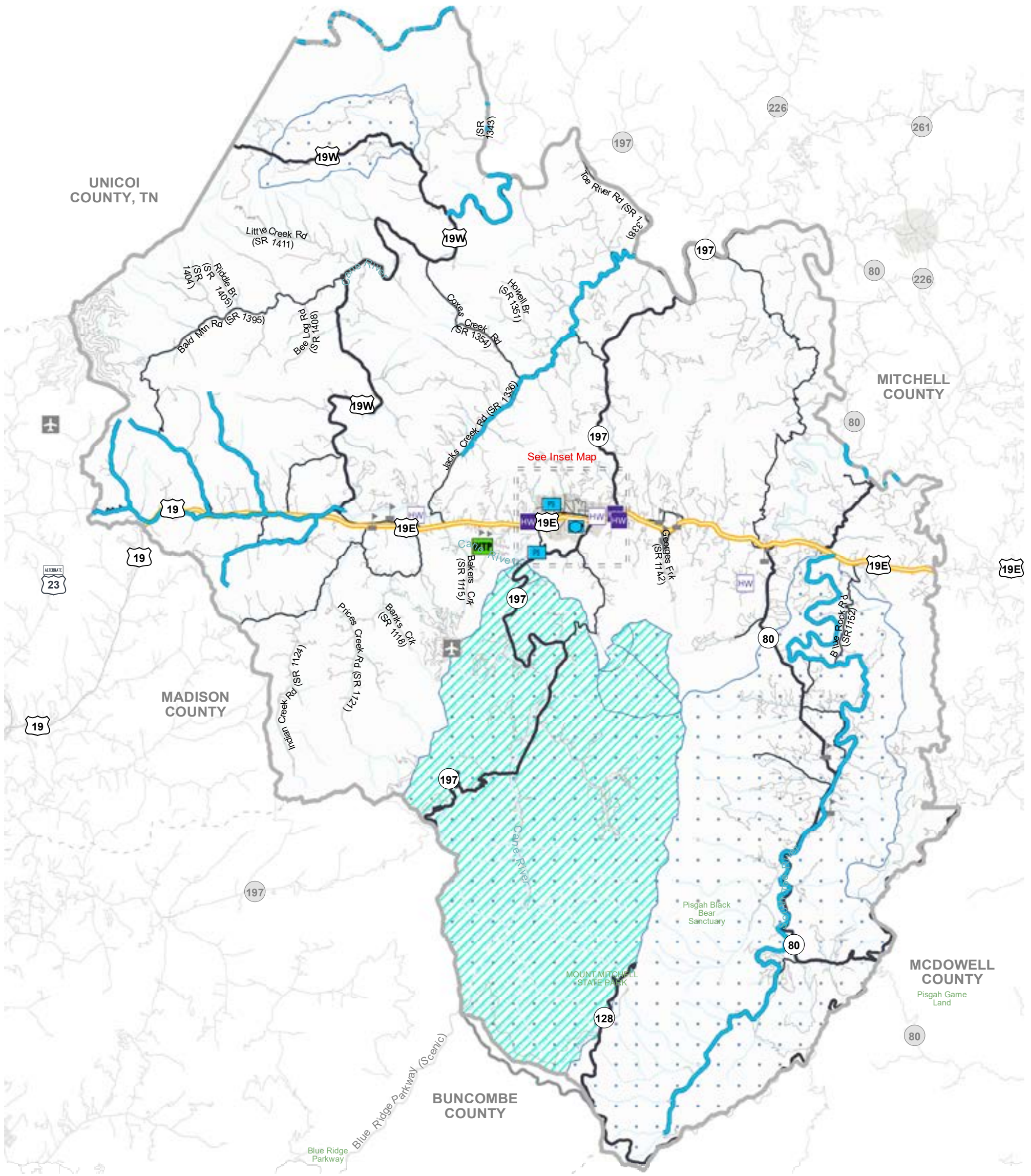


Figure 4
ENVIRONMENTAL FEATURES



YANCEY COUNTY

CTP Analysis and Information

Plan Date: May 05, 2021

Environmental Features Legend

- | | |
|---|---|
| Hazard Substance Disposal Site | High Quality Waters and Outstanding Resource Water Management |
| Hazardous Waste Facility | Water Supply Watershed |
| Sanitary Sewer System - Treatment Plant | |
| Water Tanks | |
| Water Distribution System - Treatment Plant | |
| Water System Pumps | |
| 303d - Streams | |
| Hazard Substance Disposal Area | |



Full report at:
<https://tinyurl.com/Yancey-County-CTP>



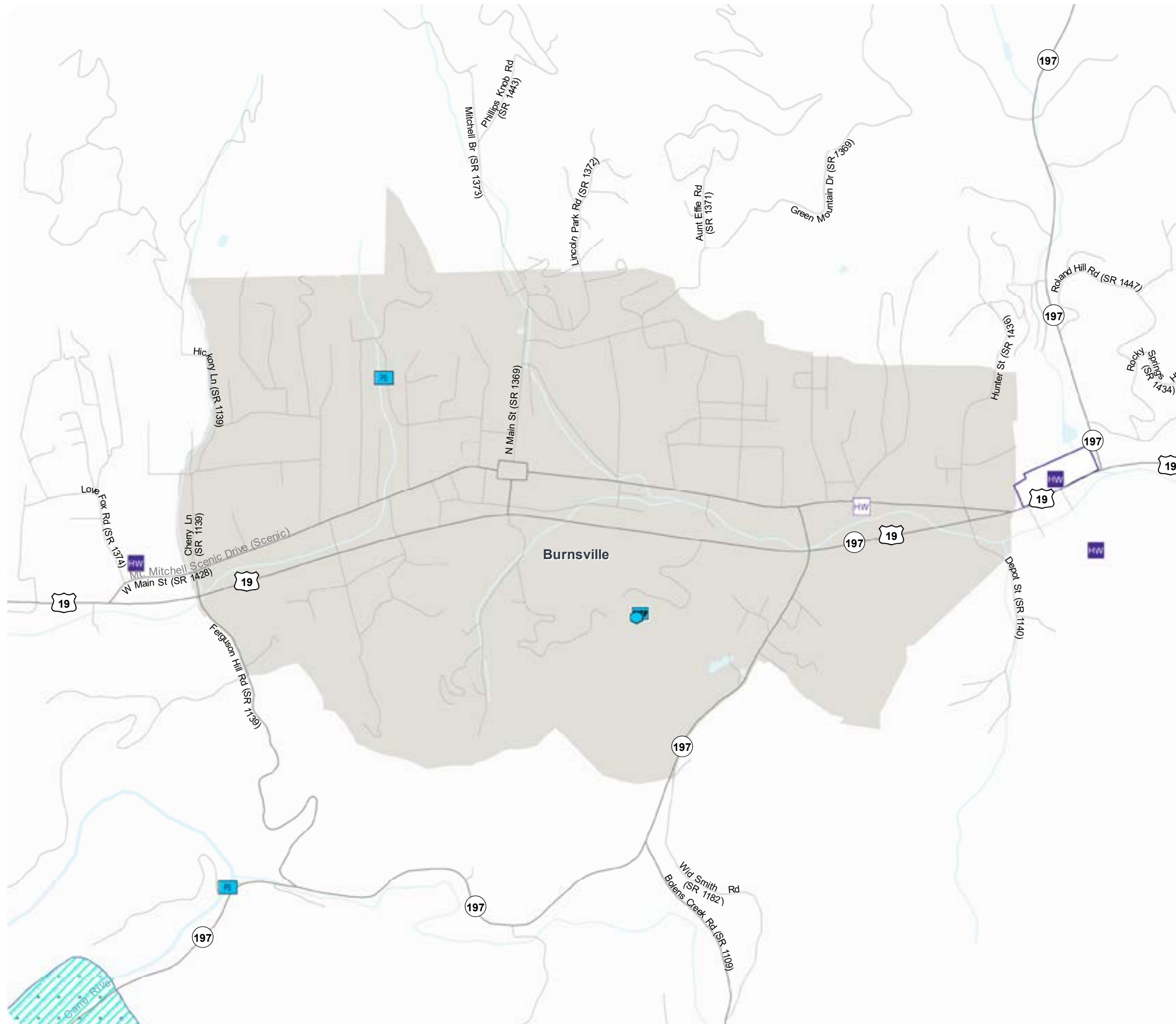
Sheet 2.1 of 3

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Figure 4
ENVIRONMENTAL FEATURES



YANCEY COUNTY
TOWN OF BURNSVILLE
 CTP Analysis and Information

Environmental Features Legend

- | | | |
|--------------|--|---|
| Interstates | | Water Distribution System - Treatment Plant |
| US | | Water System Pumps |
| NC | | Hazardous Substance Disposal Area |
| State Routes | | High Quality Waters and Outstanding Resource Water Management |
| | | Water Supply Watershed |
| | | Water Tanks |



Full report at:
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0 0.25 0.5 Miles



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Plan Date: January 13, 2021

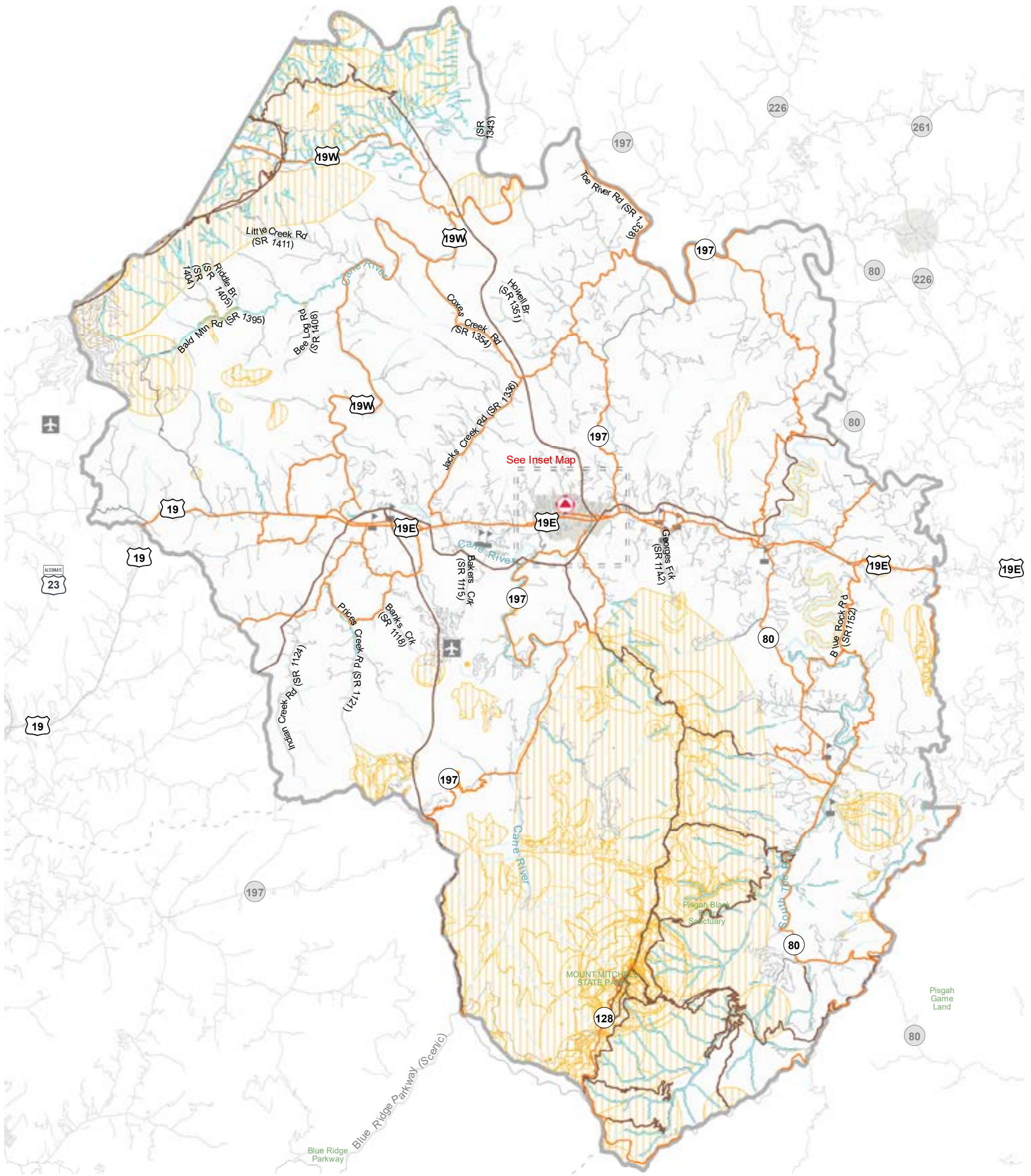


Figure 4
ENVIRONMENTAL FEATURES








YANCEY COUNTY

CTP Analysis and Information

Plan Date: May 05, 2021

Environmental Features Legend

-  Emergency Operation Center
-  Bicycle Routes
-  Regional Trails
-  Trout Streams
-  Natural Heritage Element Occurrences



Full report at:
<https://tinyurl.com/Yancey-County-CTP>



Sheet 2.2 of 3

Base map date: November 05, 2019

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Figure 4
ENVIRONMENTAL FEATURES



YANCEY COUNTY
TOWN OF BURNSVILLE
 CTP Analysis and Information

Environmental Features Legend

- Interstates
- US
- NC
- State Routes
-  Emergency Operation Center
-  Bicycle Routes
-  Regional Trails
-  Trout Streams
-  Natural Heritage Element Occurrences



Full report at:
<https://tinyurl.com/Yancey-County-CTP>

0 0.25 0.5 Miles



Sheet 2.2A of 3
 Inset

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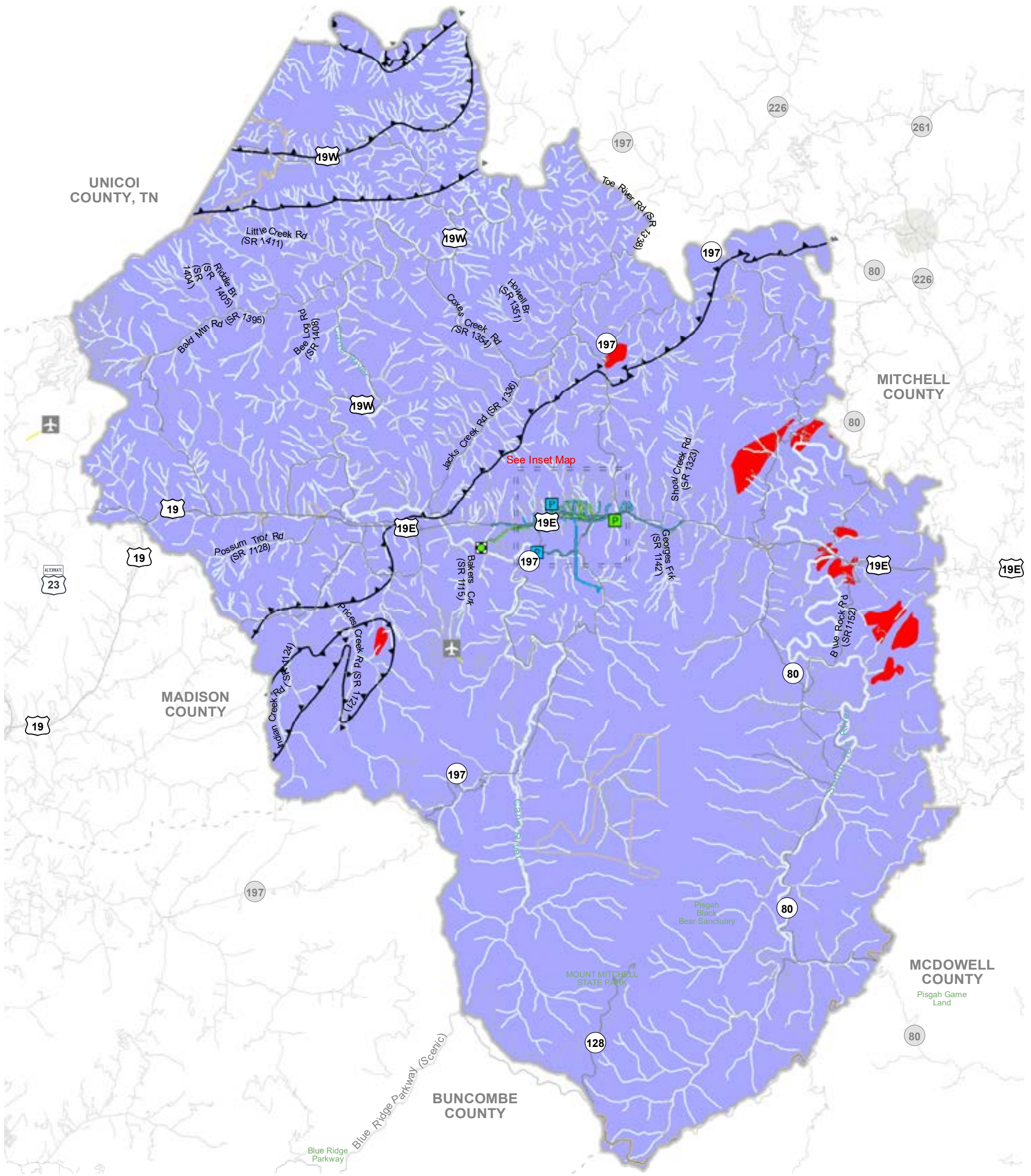


Figure 4
ENVIRONMENTAL FEATURES



YANCEY COUNTY

CTP Analysis and Information

Plan Date: May 05, 2021

Additional Environmental Features Legend

- Sanitary Sewer System - Discharges
- Sanitary Sewer System - Pump
- WaterPumps
- WaterPipes
- Sanitary Sewer System - Pipe
- Geologic Features - Faults
- Historic Resources - Other Categories
- Airport Boundaries
- Intrusive Rocks
- Sedimentary and Metamorphic Rocks



Full report at:
<https://tinyurl.com/Yancey-County-CTP>



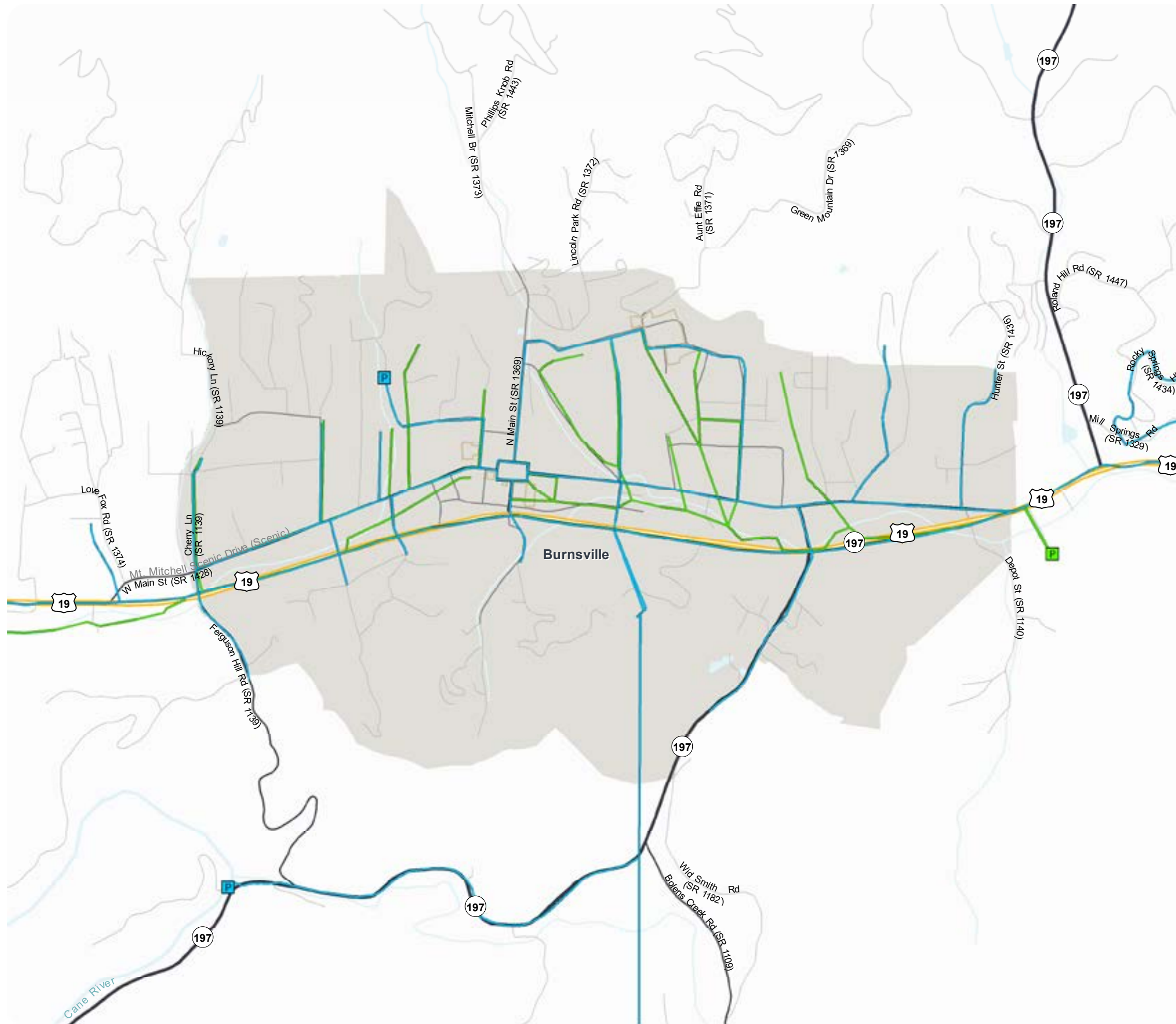
Sheet 3 of 3

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Figure 4
ENVIRONMENTAL FEATURES
 Additional Environmental Features



YANCEY COUNTY
TOWN OF BURNSVILLE
 CTP Analysis and Information

Additional Environmental Features Legend

-  Sanitary Sewer System - Pump
-  WaterPumps
-  WaterPipes
-  Sanitary Sewer System - Pipe
-  Historic Resources - Other Categories



Full report at:
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Sheet 3A of 3
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Plan Date: January 13, 2021

Freight

North Carolina’s freight system plays a critical role every day for every resident and business, delivering goods to and from the State’s businesses and residents. The N.C. Department of Transportation developed the Statewide Multimodal Freight Plan that was approved by NCDOT and FHWA in 2017. This CTP supports the vision, goals, and objectives of that plan.

Statewide Freight Plan Transportation Vision:

North Carolina’s multimodal freight transportation network is meeting the growing needs of the State to compete globally for quality jobs, provide safe and efficient people and goods mobility, and build quality communities for today and the future.

Statewide Freight Plan Goals:

- **Enhance economic development opportunities and competitiveness**
- **Improve freight system efficiency, reliability, and resiliency**
- **Enhance freight transportation safety and security**
- **Support adoption and deployment of new freight technologies**
- **Improve freight infrastructure conditions and preservation**
- **Protect and enhance the natural environment**
- **Foster public-private partnerships and collaboration with freight stakeholders.**
- **Ensure good fiscal management and sustainable funding for the State’s freight network.**

Figure 5 shows the primary truck routes in Yancey County. U.S. 19/19E is the major route that connects Yancey County to an interstate (I-26). Major freight generators include Altec, Glen Raven, Inc., Young & McQueen Grading Co., Ingles, and the Quartz Corp. Little Leaf Farms is a major farming company with plans to come to Yancey County in the near future along N.C. 80. N.C. 197, and U.S. 19 have the highest percents of trucks in the county. Truck traffic along N.C. 197 is primarily generated by Unimin mining company just north of Yancey County in Mitchell County. Truck traffic along N.C. 80N is primarily landfill related. There are also large campers and RVs that use N.C. 80 and N.C. 197.

Restricted refers to roads with some type of truck restrictions.

Reasonable Access refers to STAA-dimensioned vehicles having access to “terminals, facilities for food, fuel, repairs, and rest and points of loading and unloading” within three road miles of interstates, designated highways, or primary routes, provided the routes are safe.

Unrestricted refers to roads available to all trucks.

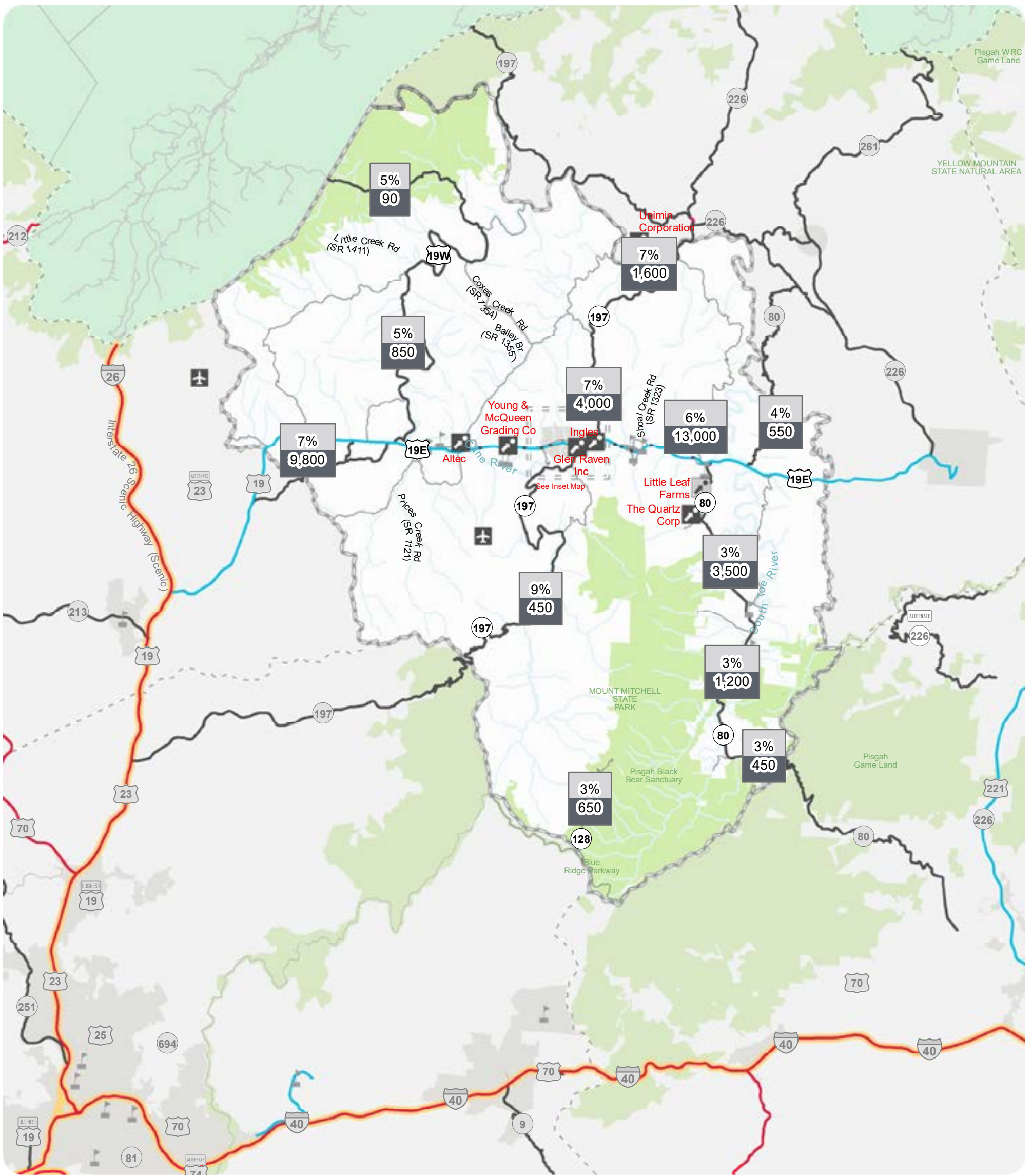


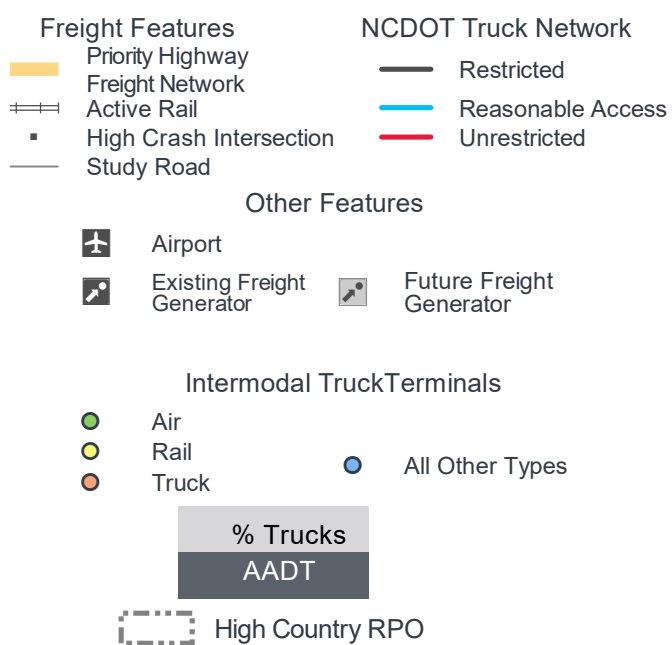
Figure 5
FREIGHT MAP



YANCEY COUNTY

CTP Analysis and Information

Plan Date: May 05, 2021



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Sheet 1 of 2

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Figure 5

FREIGHT MAP



YANCEY COUNTY TOWN OF BURNSVILLE INSET

CTP Analysis and Information

Freight Features

- Priority Highway Freight Network
- Active Rail
- High Crash Intersection
- Study Road

NCDOT Truck Network

- Restricted
- Reasonable Access
- Unrestricted

Intermodal Truck Terminals

- Air
- Rail
- Truck
- All Other Types

Other Features

- Airport
- Existing Freight Generator
- Future Freight Generator
- % Trucks AADT



Full report at:
<https://tinyurl.com/Yancey-County-CTP>



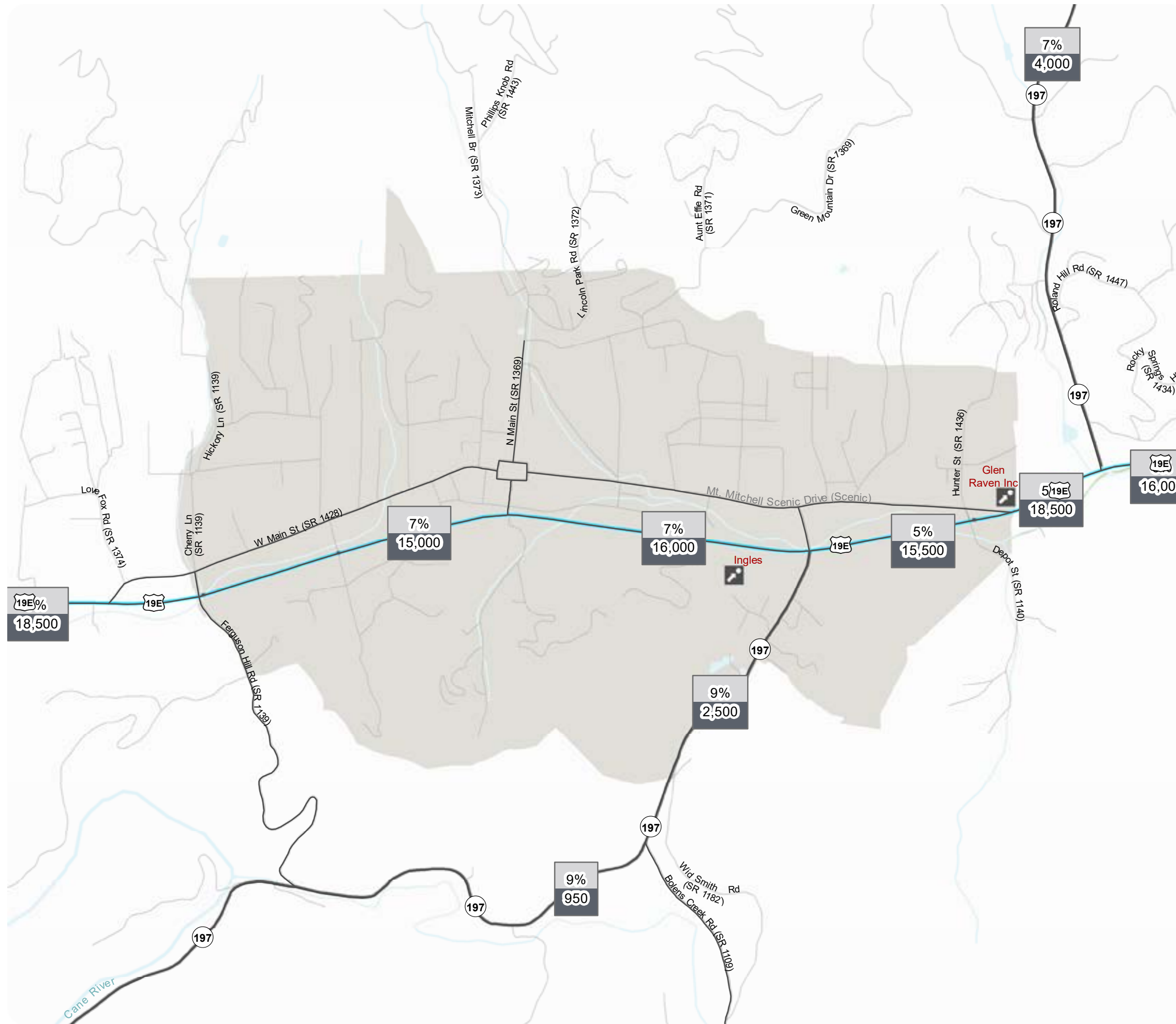
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Plan Date: May 05, 2021



Regional Connectivity

Regional connectivity is important to the support of economic growth and development. In rural areas, it is also a critical link to advanced health care.

Figure 6 shows key regional destinations. Some of the key regional destinations identified as part of this study.

- **Medical services in Asheville, Spruce Pine, Winston-Salem, Charlotte, Boone and Johnson City (Tennessee)**
- **Interstates (I-40, I-26)**
- **Airports (Asheville, Charlotte, Johnson City (Tennessee))**
- **Postsecondary education facilities**
- **Major Employers in the region (e.g. Baxters Pharmaceuticals, Glen Raven, Altec Industries)**
- **Outdoor recreation and tourists destinations, e.g. Mount Mitchell State Park, campgrounds, and the Appalachian Trail.**

Tourism is important to the area. The Blue Ridge Parkway is along the southern border of the region and accessed from N.C. 80. The Appalachian Trail is in the northern region of the county and accessed from U.S. 19W. Mount Mitchell State Park covers a significant region of the county south of U.S. 19E and east of N.C. 197. Its resources are accessed from N.C. 197, N.C. 80 and N.C. 128.

Also, job commuting patterns were reviewed as part of the CTP. Figure 7 shows the commuting patterns between the surrounding area based on 2015 census data. The largest number of commuters working outside of Yancey County is to McDowell County followed closely by Mitchell County. Baxters Pharmaceuticals is a major employer in McDowell County. Buncombe County follows next. U.S. 19E to I-26 in the west and N.C. 226 in the east is especially critical to these commutes. The largest numbers of commuters coming into Yancey County from the outside of the county come from Mitchell County and then Buncombe County.

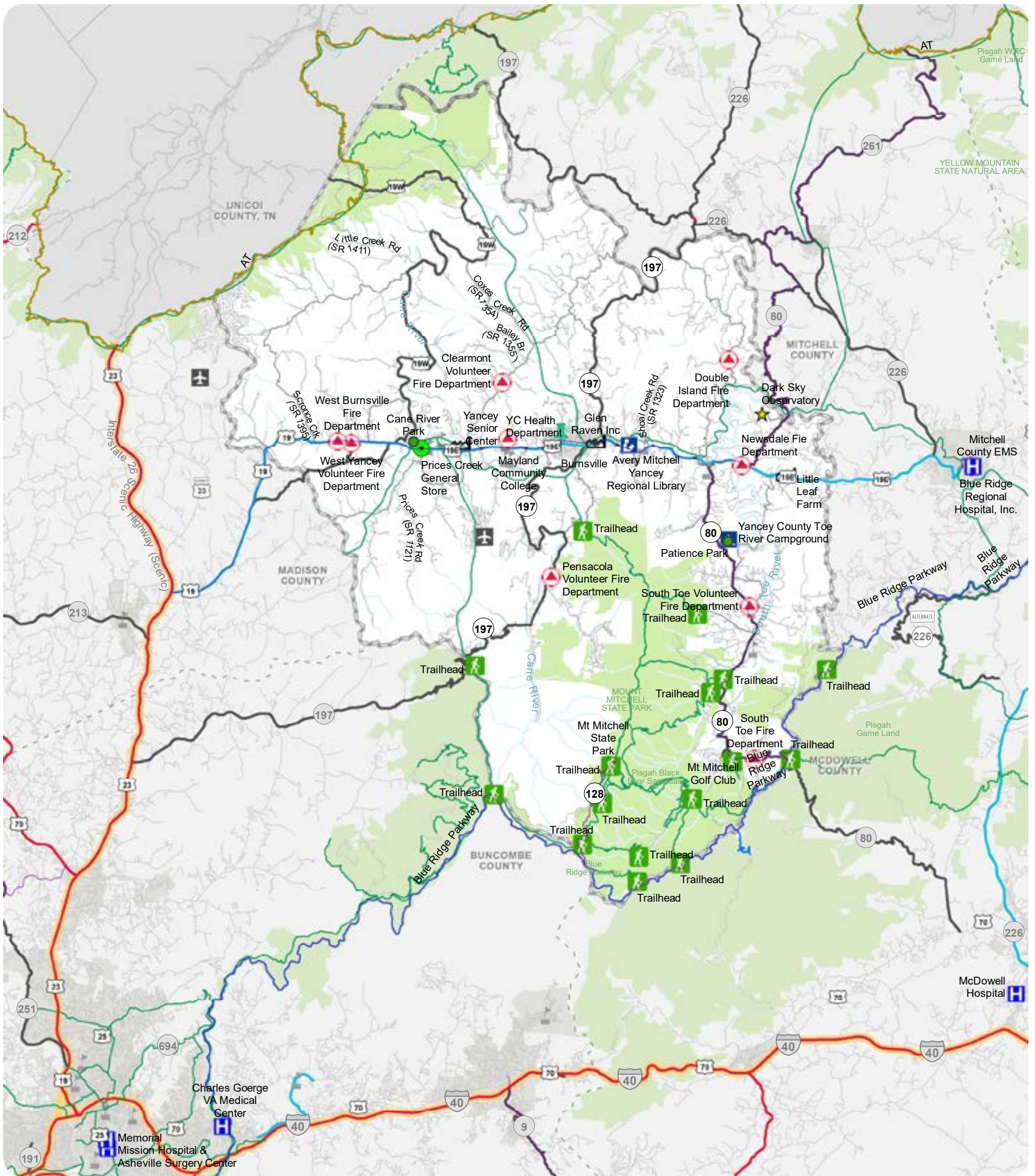



Figure 6
Regional Connectivity



YANCEY COUNTY

CTP Analysis and Information

Plan Date: May 05, 2021

Freight Features



- Interstates
- Active Rail
- Airport
- Existing Freight Generator
- Future Freight Generator
- 4-Lane Divided Facility

Legend


ScenicByways	Fire and Rescue	Museum
Destinations	Government Office	Observatory
<all other values>	Health Department	Parks & Recreation
FEATTYPE	Hiking Trailhead	Preschool
Burnsville	Hospital	School
Campground	Industry	Senior Care
College / University	Library	Senior Housing
Entertainment	Medical	Shopping
Farm		

High Country RPO

BlueRidgePkyw
 RegionalTrails
 MMSPMerge

Full report at:
<https://tinyurl.com/Yancey-County-CTP>



0 1 2 4 6 Miles

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Figure 7

2017 COMMUTER PATTERNS



YANCEY COUNTY Comprehensive Transportation Plan

Data from onthemap.ces.census.gov/
accessed on 8/25/2020

- NC Counties
- Yancey County
- Tennessee Counties

Work outside Yancey County

Lives outside Yancey County -
Works inside Yancey County

*Added Mecklenburg Co and Wake Co totals to Yancey Co as data based on where paycheck comes from. Assumed they were State employees and corporate employees who work in Yancey County.



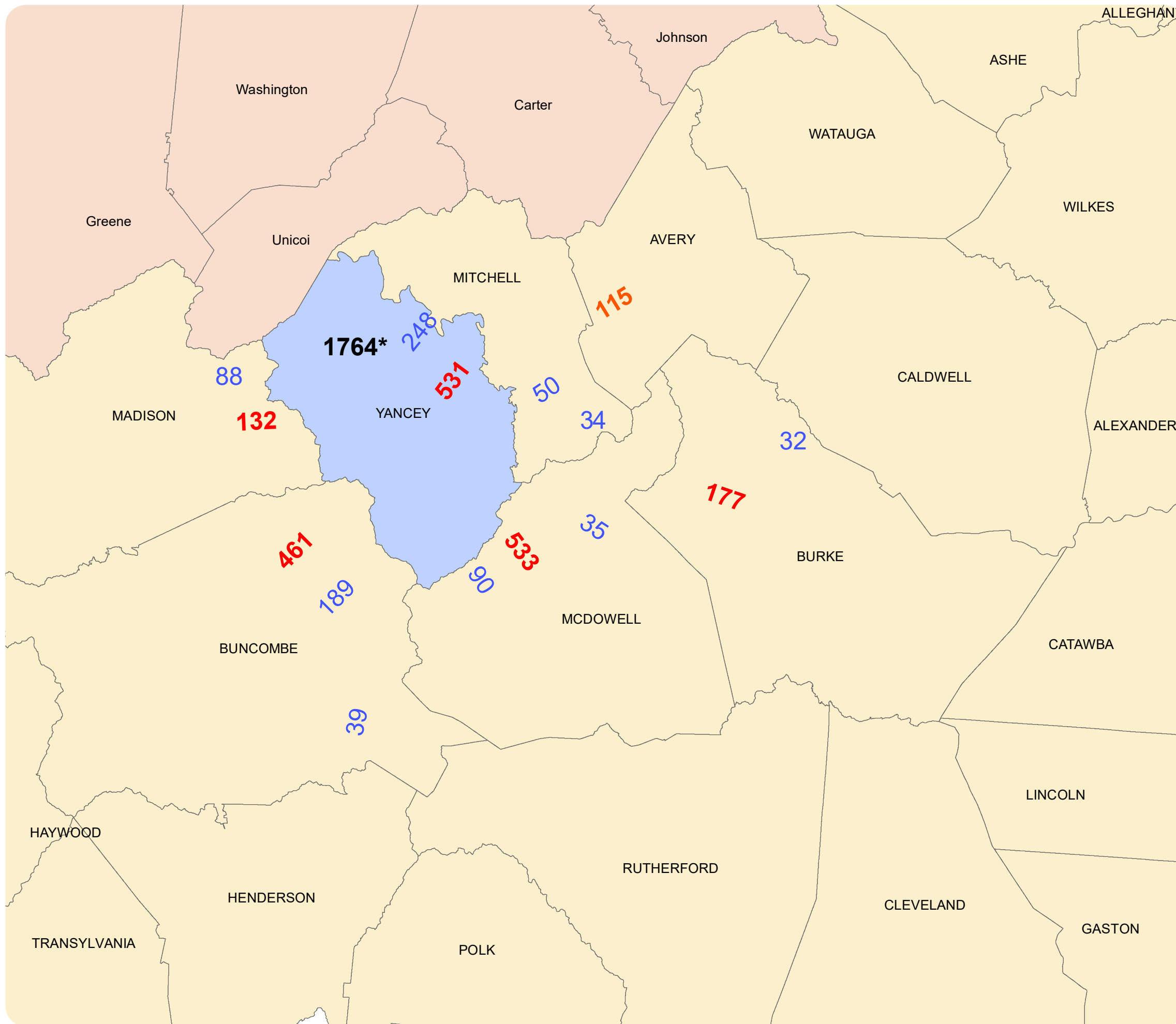
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Plan Date: August 25, 2020

INTRODUCTION TO MULTIMODAL ANALYSIS

This appendix section shows documentation for the methodologies used for each mode of transportation. This section covers each mode and provides maps utilized in the analysis process for each mode.

The following information is provided in this section

Implementation Process

Highway

- Highway Analysis
- Base Year and Future Year Volume and Capacity Maps
- Implementation of analysis

Bicycle and Pedestrian

- Bicycle and Pedestrian Analysis
- Crash and Destination Analysis Map

Public Transportation

- Public Transportation Analysis
- Maps for Public Transportation Analysis

The Yancey County CTP Steering Committee identified the destinations in the table below as key destinations within the county and region:

Table: Key Destinations

General Destinations:	Bike Destination	Pedestrian Destination	Regional Destination
Burnsville			Yes
Homeplace Beer Company	Yes	Yes	
Parkway Playhouse		Yes	
Avery Mitchell Yancey Regional Library	Yes	Yes	Yes
YC Public Library	Yes	Yes	
Museum of Yancey County History	Yes	Yes	
Dark Sky Observatory			Yes
Ingles	Yes	Yes	
Prices Creek General Store	Yes	Yes	Yes
Sav Mor Grocery Store	Yes	Yes	
Emergency Medical Services:	Bike Destination	Pedestrian Destination	Regional Destination
Burnsville Fire Department			Yes
Clearmont Volunteer Fire Department			Yes
Double Island Fire Department			Yes
Mitchell County EMS			Yes
Newsdale Fire Department			Yes
Pensacola Volunteer Fire Department			Yes
South Toe Fire Department			Yes
South Toe Volunteer Fire Department			Yes
Emergency Medical Services (Continued)	Bike Destination	Pedestrian Destination	Regional Destination
West Burnsville Fire Department			Yes
West Yancey Volunteer Fire Department			Yes
Yancey County EMS			Yes
Medical Destinations:	Bike Destination	Pedestrian Destination	Regional Destination
Asheville Specialty Hospital			Yes
Blue Ridge Regional Hospital, Inc.			Yes
Charles A. Cannon, Jr. Memorial Hospital			Yes
Charles Goerge VA Medical Center			Yes
McDowell Hospital			Yes
Memorial Mission Hospital & Asheville Surgery Center			Yes
Blue Ridge Medical Center - Yancey Campus	Yes	Yes	Yes
Mountain Medical Arts	Yes	Yes	
Smoky Mountain Health & Rehab Center	Yes	Yes	

Government Services Destinations:	Bike Destination	Pedestrian Destination	Regional Destination
Burnsville Town Center	Yes	Yes	
Burnsville Town Office	Yes	Yes	
Burnsville Town Office	Yes	Yes	
Yancey County Economic Development Commission	Yes	Yes	
Yancey County Food Stamp Office	Yes	Yes	
Yancey County Government Offices	Yes	Yes	
Yancey County Health Department	Yes	Yes	
Major Employment Destinations:	Bike Destination	Pedestrian Destination	Regional Destination
Altec Industries	Yes	Yes	Yes
Glen Raven Inc	Yes	Yes	Yes
Little Leaf Farm	Yes	Yes	Yes
The Quartz Corp	Yes	Yes	Yes
Recreational Destinations:	Bike Destination	Pedestrian Destination	Regional Destination
Cane River Park	Yes	Yes	Yes
Kid Mountain Park	Yes	Yes	
Lincoln Park	Yes	Yes	
Mt Mitchell Golf Club			Yes
Mt Mitchell State Park	Yes	Yes	Yes
Old Burnsville Gym	Yes	Yes	
Patience Park	Yes	Yes	Yes
Ray Cort Recreation Park & Pool	Yes	Yes	
Yancey County Toe River Campground	Yes	Yes	Yes
Trailheads			Yes
School Destinations:	Bike Destination	Pedestrian Destination	Regional Destination
Church Street Preschool	Yes	Yes	
Yancey Headstart	Yes	Yes	
Arthur Morgan School	Yes	Yes	
Bald Creek Elementary School	Yes	Yes	
Blue Ridge Elementary School	Yes	Yes	
Burnsville Elementary School	Yes	Yes	
Cane River Middle School	Yes	Yes	
East Yancey Middle School	Yes	Yes	
Genesis Academy	Yes	Yes	
Mayland Community College	Yes	Yes	Yes
Micaville Elementary School	Yes	Yes	
Mountain Heritage High School	Yes	Yes	
South Toe Elementary School	Yes	Yes	
Yancey County Christian School	Yes	Yes	
Senior Care Destinations:			
Yancey Senior Center	Yes	Yes	Yes
Mountain Manor Assited Living	Yes	Yes	

IMPLEMENTATION PROCESS

The CTP is based on the projected growth for the planning area. It is possible that actual growth patterns will differ from those logically anticipated. As a result, it may be necessary to accelerate or delay the implementation of some recommendations found in this plan. Some portions of the plan may require revisions to accommodate unexpected changes in development. Therefore, any changes made to one element of the CTP should be consistent with the other elements.

Initiative for implementing the CTP rests mostly with the policy boards and residents of Yancey County. As transportation needs throughout the state exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Projects should be prioritized locally and submitted to the High Country RPO for regional prioritization and submittal to NCDOT. Refer to the contact section of the appendix for contact information on regional prioritization and funding. Local governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local governments coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and NCDOT share the responsibility for access management and the planning, design and construction of the recommended projects.

Recommended improvements shown on the CTP map represent an agreement of identified transportation deficiencies and potential solutions to address the deficiencies. While the CTP does propose recommended solutions, it may not represent the final location or cross section associated with the improvement. All CTP recommendations are based on high level systems analyses that seek to minimize impacts to the natural and human environment. Prior to implementing projects from the CTP, additional analysis will be necessary to meet the National Environmental Policy Act (NEPA) or the North Carolina (or state) Environmental Policy Act (SEPA). During the NEPA/SEPA process, the specific project location and cross section will be determined based on environmental analysis and public input. This CTP may be used to support transportation decision making and provide transportation planning data in the NEPA/SEPA process.

HIGHWAY

With more than 80,000 miles of roadway in North Carolina, the Division of Highways is tasked with building and maintaining essential highway connections to transport people and goods as well as support jobs, economic development, business opportunities and quality of life. From planning to building to maintaining, the Division of Highways is responsible for all aspects of the state’s highways and roadsides, as well as more than 13,500 bridges, to ensure that traffic moves safely and efficiently. NCDOT divides these responsibilities across the state into 14 regions – referred to as highway divisions – that receive support from various sections and units within the Division of Highways. Yancey County is part of Division 13.

Referenced Plans

This CTP is an update of the 2008 Yancey County and the Town of Burnsville Comprehensive Transportation Plan. The following projects were identified in the 2008 CTP:

- U.S. 19/19E – From Madison County line to Mitchell County line - Widen to an expressway. Much of this project had been completed by the start of this CTP. The portion between Burnsville and Mitchell County was almost complete so was considered completed for the purpose of this CTP update.
- Arbuckle Road (SR 1300) – Recommended to be widened from N.C. 80 to U.S. 19E from 8’ to at least 10’ lanes to improve safety. During the development of this CTP, this recommendation was not considered a priority any longer.

On-road improvements to support bicyclists:

- U.S. 19 –From Madison County line to SR 1128 (Possum Trot Rd). Completed as part of U.S. 19/U.S. 19E improvements.
- U.S. 19E – From SR 1128 (Possum Trot Rd) to Mitchell County line. Completed as part of U.S. 19/U.S. 19E improvements.
- N.C. 80 – From McDowell County line to U.S. 19E. This recommendation was carried forward.
- N.C. 128 – From Blue Ridge Parkway to top of Mount Mitchell. This recommendation was carried forward.

Analysis of the Existing and Future Road System

Analysis Methodology and Data Requirements

Reliable forecasts of future travel patterns must be estimated to analyze the ability of the transportation system to meet future travel demand. These forecasts depend on careful analysis of the character and intensity of existing and future land use and travel patterns.

An analysis of the transportation system looks at both current and future travel patterns and identifies existing and anticipated deficiencies. This is usually accomplished through a capacity deficiency analysis, a traffic crash analysis, and a system deficiency analysis. This information, along with population growth, economic development potential, and land use trends, is used to determine the potential impacts on the future transportation system.

Roadway System Analysis

An important stage in the development of a CTP is the analysis of the existing transportation system and its ability to serve the area's travel demand. Emphasis is placed not only on detecting the existing deficiencies, but also on understanding the causes of these deficiencies. Roadway deficiencies may result from inadequacies in pavement widths, intersection geometry, or intersection controls. System deficiencies may result from missing travel links, bypass routes, loop facilities, or radial routes; or improvements needed to meet statewide initiatives.

In the development of this plan, travel demand was projected from 2018 to 2045 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 2002 to 2018. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. The established future growth rates were endorsed by the Yancey County Board of Commissioners on October 12, 2020 and by Burnsville Town Council on October 1, 2020. Refer to the socio-economic data forecasting methodology for more information.

Existing and future travel demand is compared to existing roadway capacities. Capacity deficiencies occur when the traffic volume of a roadway exceeds the roadway's capacity. Roadways are considered near capacity when the traffic volume is at least 80 percent of the capacity. Refer to maps labeled Figure 8 for existing and future capacity deficiencies. The 2045 traffic volumes in Figure 8 are an estimate of the traffic volume in 2045 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2020 - 2029 Transportation Improvement Program (TIP). For purposes of this CTP the widening of U.S. 19E was considered complete by 2018.

Capacity is the maximum number of vehicles with a "reasonable expectation" of passing over a given section of roadway, during a given time period under prevailing roadway and traffic conditions. Many factors contribute to the capacity of a roadway including:

- Geometry of the road (including number of lanes), horizontal and vertical alignment, and proximity of perceived obstructions to safe travel along the road;
- Typical users of the road, such as commuters, recreational travelers, and truck traffic;
- Access control, including streets and driveways, or lack thereof, along the roadway;
- Development along the road, including residential, commercial, agricultural, and industrial developments;
- Number of traffic signals along the route;
- Peaking characteristics of the traffic on the road;
- Characteristics of side-roads feeding into the road; and
- Directional split of traffic or the percentages of vehicles traveling in each direction along a road at any given time.

The relationship of travel demand compared to the roadway capacity determines the level of service (LOS) of a roadway. Six levels of service identify the range of possible conditions. Designations range from LOS A, which represents the best operating conditions, to LOS F, which represents the worst operating conditions.

LOS D indicates "practical capacity" of a roadway, or the capacity at which the public begins to experience delay. The practical capacity for each roadway was developed based on the 2016 Highway Capacity Manual using the Transportation Planning Branch's LOS D Standards for Systems Level Planning. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C for new facilities. Refer to Definitions and Resources section for detailed information on LOS.

Community Feedback

- The Yancey County CTP Survey showed that congestion was not considered a problem in Yancey County. The majority of comments were about supporting other modes more than the need to improve roads for vehicular traffic.
- Overall traffic movement through the county is good.
- Modernization of the N.C. 80, N.C. 197, and U.S. 19W will help to connect more remote sections of the county to U.S. 19E.
- There is a need to widen and have shoulders on all the two-lane roads in the county.
- Speed limits near schools should be lower.
- Roads seem too narrow for large trucks.

Analysis Findings/Results

Priority was placed on meeting the vision for the Yancey County CTP to provide a safe and accessible multi-modal transportation system that connects its residents and visitors to key destinations within the county and regionally where an emphasis is placed on alternative modes. The major routes of U.S. 19W, N.C. 80 and N.C. 197 are recommended for modernization in addition to wider paved shoulders that could accommodate bicyclists. These facilities also provide important connections to key destinations i.e. Burnsville town center, Yancey County offices that serve residents, schools, emergency medical services, major employment centers, and recreational destinations.

There was only one road that is expected to be over capacity by 2045, East Main Street (SR 1428) between Pensacola Road (SR 1429) and Town Square. No recommendations to increase capacity were made. Exceeding the speed limit along this facility was mentioned often in Yancey County CTP survey comments. The majority of traffic along this facility is due to destinations in the Burnsville town center. Slower speeds, parking, and business access are considered more important than increasing capacity. West Main Street (SR 1428) between Town Square and Ferguson Hill Road (SR 1139) is expected to be approaching capacity by 2045.

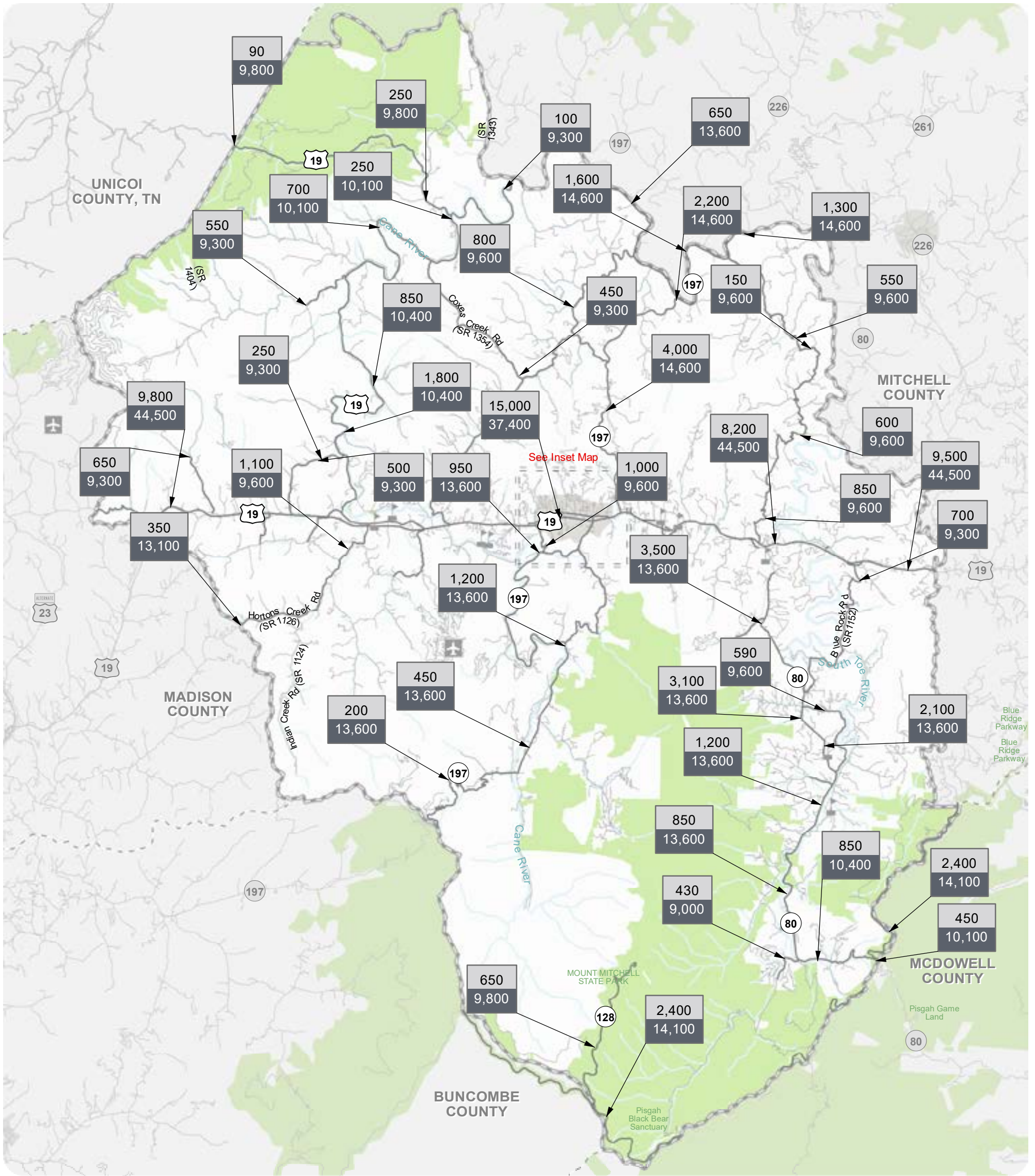


Figure 8
2018 VOLUME AND CAPACITY DEFICIENCIES

YANCEY COUNTY
 CTP Analysis and Information
 Plan Date: May 05, 2021

Volume and Capacity Ratio Features
 (Base Year 2018)

	2018 Volume Capacity		Under Capacity (0-0.79)
	2018 Volume Capacity		Near Capacity (0.80-0.99)
	2018 Volume Capacity		Over Capacity (1.00+)

Other Features

- Roads not studied
- High Country RPO

Full report at: <https://tinyurl.com/Yancey-County-CTP>

0 1 2 4 Miles

Sheet 1 of 2

Base map date: November 05, 2019

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Figure 8
2018 VOLUME AND CAPACITY DEFICIENCY



YANCEY COUNTY
TOWN OF BURNSVILLE INSET
 CTP Analysis and Information

Volume and Capacity Ratio Features
 (Base Year 2018)

2018 Volume Capacity	—
2018 Volume Capacity	Near Capacity (0.80-0.99)
2018 Volume Capacity	Over Capacity (1.00+)

Other Features

—	Roads not studied
⬜	High Country RPO



Full report at:
<https://tinyurl.com/Yancey-County-CTP>

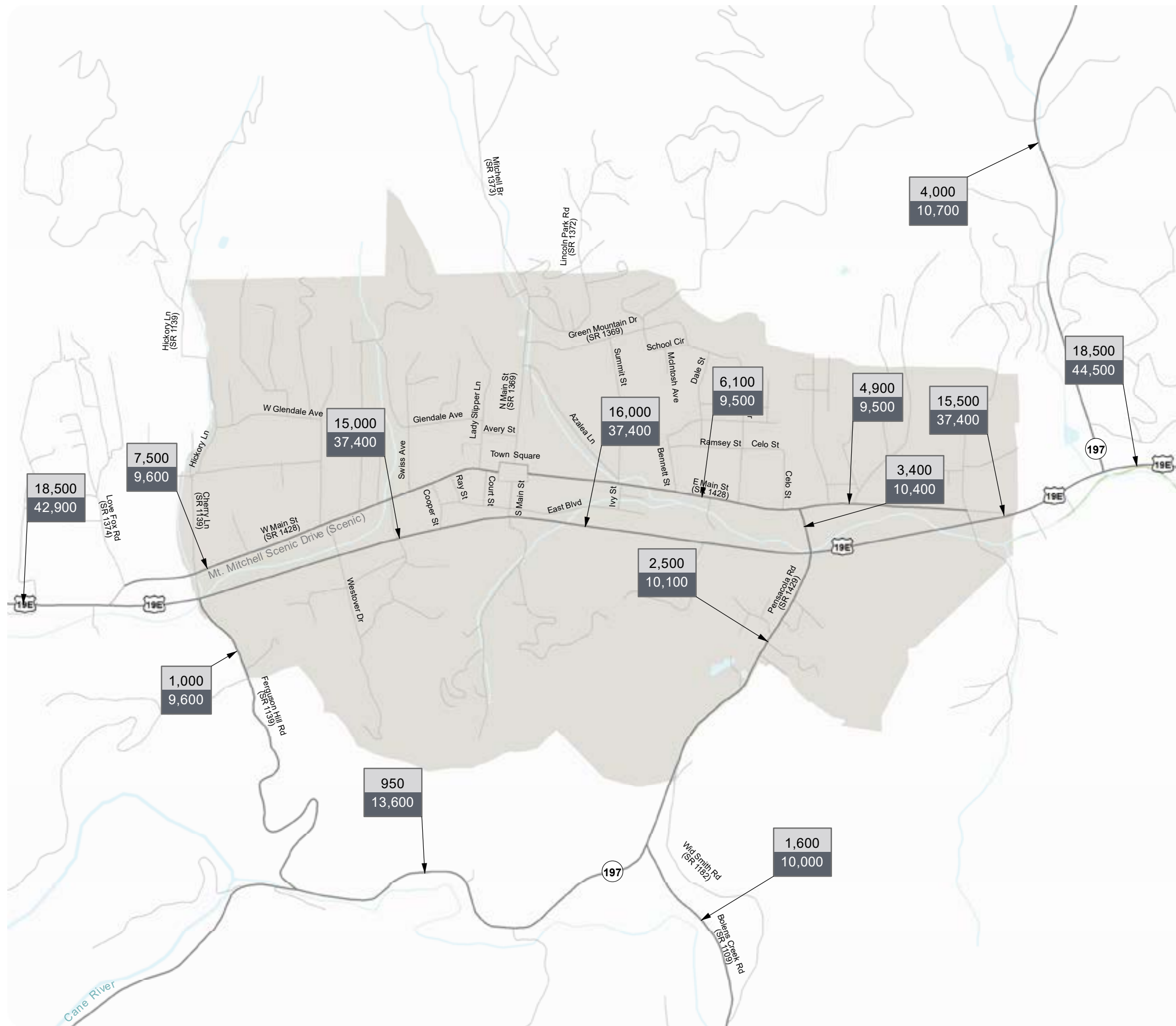


Sheet 1A of 2
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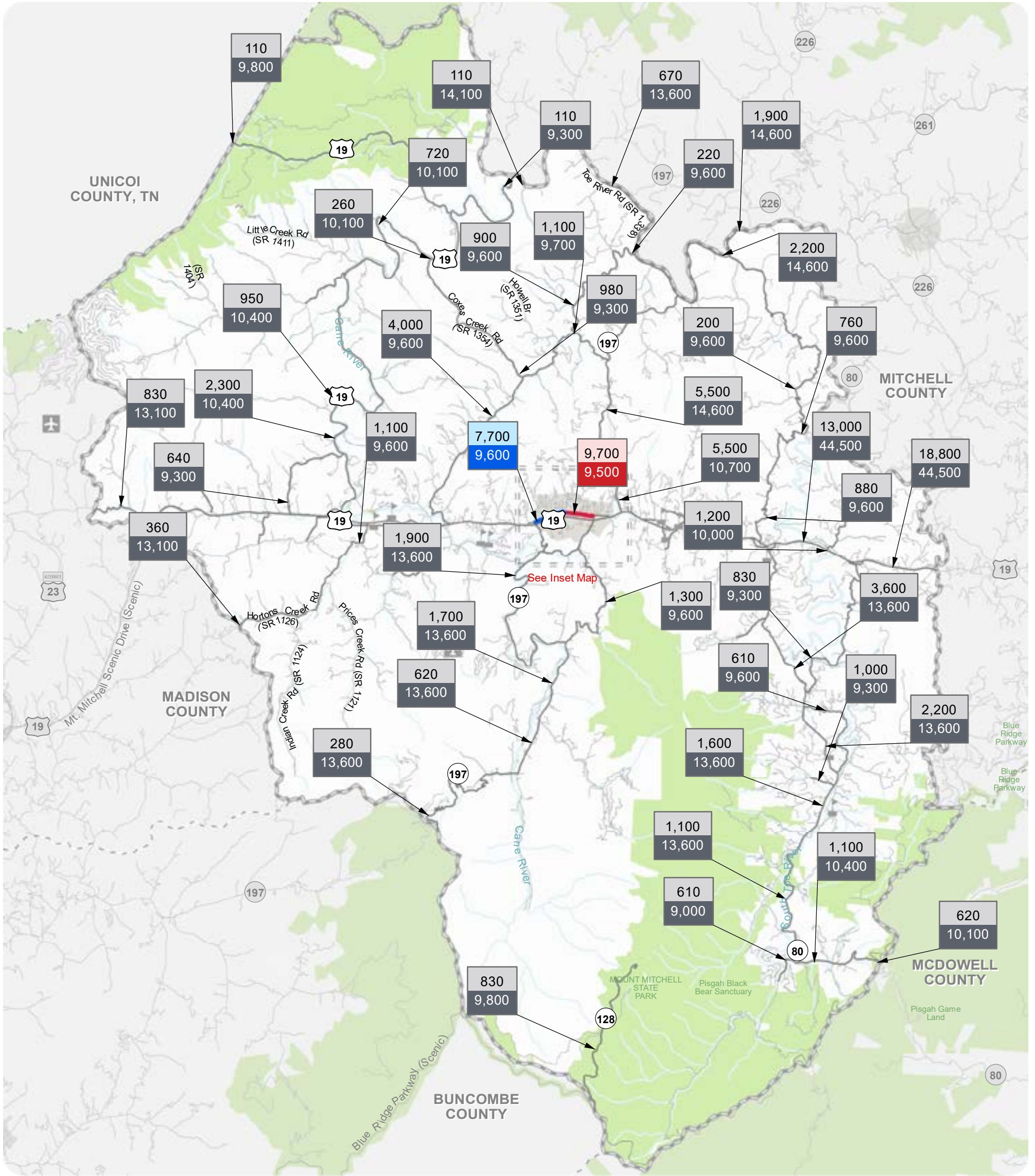


Figure 8
2045 VOLUME AND CAPACITY DEFICIENCIES

YANCEY COUNTY

CTP Analysis and Information

Plan Date: May 05, 2021

Volume and Capacity Ratio Features (Future Year 2045)

	Under Capacity (0-0.79)
	Near Capacity (0.80-0.99)
	Over Capacity (1.00+)

Other Features

	Studied Roads
	MPO_Name

Full report at:
<https://tinyurl.com/Yancey-County-CTP>

0 1 2 4 Miles

Sheet 2 of 2

Base map date: November 05, 2019

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Figure 8 VOLUME AND CAPACITY DEFICIENCIES



YANCEY COUNTY TOWN OF PITTSBORO INSET CTP Analysis and Information

Volume and Capacity Ratio Features
(Future Year 2045)

2045 Volume Capacity	Under Capacity (0-0.79)
2045 Volume Capacity	Near Capacity (0.80-0.99)
2045 Volume Capacity	Over Capacity (1.00+)

Other Features

- Studied Roads
- MPO_Name
- High Country RPO



Full report at:
<https://tinyurl.com/Yancey-County-CTP>

0 0.25 0.5
Miles

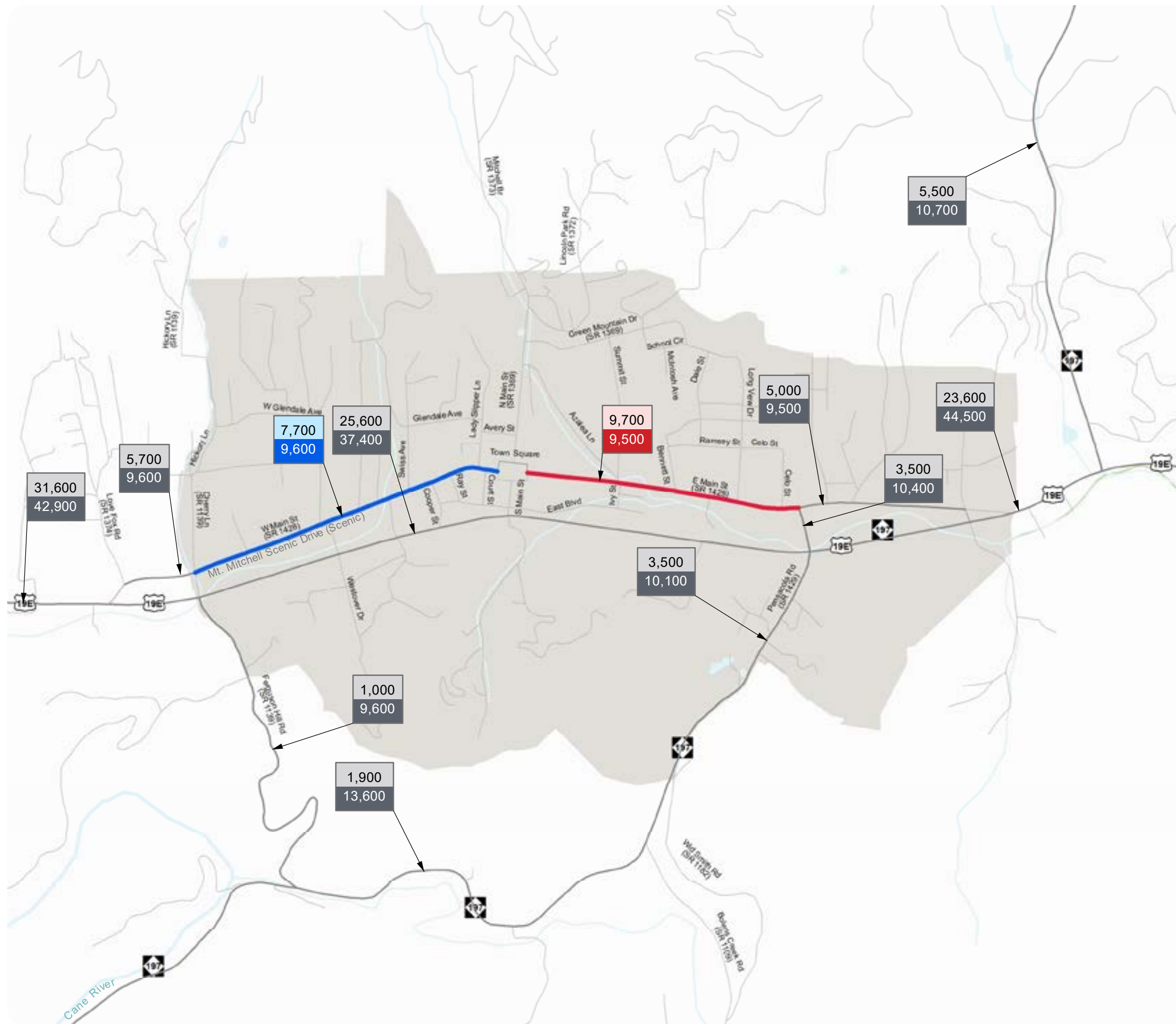
Sheet 2A of 2
Inset

Base map date: November 05, 2019

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Plan Date: May 05, 2021



PUBLIC TRANSPORTATION AND RAIL

With North Carolina’s population expected to surpass 12.5 million people by 2040, public transportation is more important than ever to North Carolina’s transportation system. It is crucial that North Carolina’s public transportation systems keep up with the changing population and connect residents in urban and rural areas to opportunities and services such as jobs, higher education, healthcare, and recreation.

North Carolina’s 98 public transportation systems served more than 70 million passengers in 2019. Yancey County does not have a fixed route system and does not plan on one in the future so no routes are shown on Sheet 3 of Figure 1 in the Yancey County CTP document. Yancey County has an On-Demand system. Existing and proposed Park and Ride lots are also shown on Sheet 3 of Figure 1.

Referenced Plans

NCDOT’s Connecting North Carolinians to Opportunities (Public Transportation Statewide Strategic Plan) and Statewide Locally Coordinated Plan 2018 (LCP) (https://connect.ncdot.gov/business/Transit/Documents/LCP_Full%20Final_30July2018.pdf) were referenced.

North Carolina Integrated Mobility Division developed the Public Transportation Statewide Strategic Plan in 2018. Developed with the assistance of community leaders, transit professionals, and stakeholders, the plan establishes a collective transit vision of connecting North Carolinians to opportunities, and three strategies: Building thriving, healthy communities; improving access to jobs and economic development; and connecting communities to opportunities. Its Vision is to connect North Carolinians to opportunities.

Its Mission is to Improve Quality of Life for North Carolinians by:

- Building healthy communities;
- Supporting job creation and economic development;
- Providing equal opportunities so all people can thrive.

Below are the Statewide Strategic Plan recommended action items per strategy:

Building Thriving, Healthy Communities:

- Shuttle services to access healthy foods and increase individual mobility options
- Integrate land use and transit planning
- Improve transitions between urban and regional transit systems
- NC Council on Developmental Disabilities funding partnerships to improve transportation and better access to housing

Improving Access to Jobs and Economic Development:

- Improve first/last mile connections
- Connect rural NC to job centers
- Better integrate transit in local development processes
- Engage wider range of stakeholders in transit decision making
- Help health and social services providers better understand transit resources

Connecting Communities to Opportunities:

- Work with partners to promote bike/ped connections
- Reach target audiences with information about available services and resources
- Use League of Municipalities to educate public officials regarding transit availability and benefits

Recommended Tactics:

1. Partner with local organizations, community colleges, state agencies, and customers to focus transit services so people thrive.
2. Provide enhanced access for seniors, veterans and persons with disabilities.
3. Build quality transit stops and safe pedestrian crossings.
4. Support transit-friendly land use.
5. Provide enhanced local services in response to changing demographics.
6. Establish regional multi-county commuter services.
7. Enable new local services.
8. Engage the business community in strengthening job creation and economic development.
9. Push planning beyond local boundaries.
10. Utilize employer-based carpooling, vanpooling and telework programs to provide regional transportation choices.
11. Build the Connected Statewide Network.
12. Use technology to foster transit system integration, innovation, and operating efficiency.
13. Extend the public transportation network's reach.
14. Consolidate transit agencies and coordinate transit service.
15. Improve transit travel times by implementing operating innovations.
16. Promote greater flexibility in funding transit investments.
17. Embrace smart, connected and autonomous technology.

In addition to the above input, there is the Statewide Locally Coordinated Plan 2018 (LCP) for all communities with 200,000 or less in population that is a 5 year document covering years 2020-2024 that is a requirement for 5310 Federal transit funding. Yancey County is part of the Northwestern Analysis District. The intended outcomes of this plan include achieving greater efficiencies, leveraging limited resources, reducing barriers to transportation service and expanding mobility options – particularly for seniors and individuals with disabilities, and fostering statewide and regional coordination.

Chapter 2 of the Statewide LCP 2018 contains a service inventory and gaps analysis by analysis district. This information was coordinated with the 2018 NC Strategic Plan mentioned above. For specifics, please refer to the LCP. Key take aways from the LCP for the Yancey County CTP include the following:

Recommendations to address gaps identified by demand response providers

- Extend service hours and weekend service
- Implement fixed-route or shuttle services
- Create transportation connections to colleges and universities

- Provide transportation to and from after-school activities for children in low-income households
- Coordinate with county agencies and neighboring counties
- Connect to Asheville Transit
- Increase options for gas vouchers for Medicaid patients
- Purchase improved vehicles (4-wheel drive, lift-equipped, expansion vans)
- Implement improved technology
- Increase advertising and marketing
- Expand eligibility for demand response services to serve a wider range of trip purposes and customers
- Implement travel training programs
- Improve facilitation of transfers at major transfer points
- Coordinate transportation operations, needs, funding across human service agencies
- Continue development of Intelligent Transportation Systems (ITS) to improve the efficiency of service
- Increase distribution of information about available services and eligibility, especially to underserved communities
- Increase fleet size and hire additional staff to accommodate expanded service
- Expand services for human service agencies
- Develop partnerships with volunteers and community organizations to provide certain out-of-county and other medical appointment trips
- Coordinate fares and transfers between providers
- Develop vanpool services
- Expand eligibility for demand response services to serve a wider range of trip purposes and customers, especially those just above Medicaid income thresholds and students
- Improve workforce transportation
- Enhance vehicle features, such as wider lifts and car seats
- Increase availability of short-notice trips
- Provide connections to intercity bus transit and other fixed route services
- Reduce fares for targeted populations
- Expand number of trips to out-of-county and out-of-town destinations

Further analysis in the LCP has identified possible recommendations for gaps in transportation services in the analysis district, summarized in the bullets below.

- Service Expansion

There are several opportunities for new services:

- Erwin, TN, may be a viable destination for northern areas of Mitchell and Yancey counties to provide closer access to medical appointments than Boone or Asheville.
- Opportunities may exist to expand access to non-medical trips.
- Opportunities may exist to increase the span of service to out-of-county destinations, which are in some cases limited to certain days of the week.
- Opportunities may exist to expand access to existing services that currently only serve individuals traveling for medical appointments.

- Opportunities may exist to increase the span of service for demand response and fixed-route services and to reduce headways on fixed-route service.
- Vanpool programs could connect rural areas to employment centers not otherwise served by subscription or fixed-route services.
- Service Coordination
 - Creating links between counties could work best for destinations that attract many trips, like Asheville. Multiple counties could partner together, especially during times of day or weekends when demand is lower. This would require further investigation into the division of funding.
 - Coordination of services, transfers and fares between providers in the region could allow the region's residents to have more widespread access to destinations in North Carolina.
 - Some services could pick up passengers in another county en route to a destination.
 - Demand response vehicles serving out-of-county destinations may have downtime while waiting for their passengers to finish their medical appointments. During this time, dispatch these vehicles to provide demand response service to residents.
 - Coordination of services, transfers and fares between providers in the region would allow the region's residents to have more widespread access to destinations in North Carolina, especially for residents of counties where services are more limited.

Communications

- Yancey County Transportation Authority reports that public outreach has diversified ridership. After a radio campaign, residents of all ages are using YCTA's demand response service. YCTA says there is newfound demand for connections to Mount Mitchell, a tourist destination, and the Asheville Regional Airport. Demand is so strong that a second shift is plausible with more funding.
- Providers in the same region should provide links to other agencies' websites so that residents traveling out-of-county can more easily acquire information about services in other locations.
- Communication strategies may include education for those traveling to major cities on how to take transit when visiting.
- Though providers may serve locations with higher education institutions in their counties, these institutions are not necessarily advertised as destinations. Increased advertising may be warranted to advise residents of opportunities to travel to these locations.
- Highlight additional information about discounted services for targeted populations, where applicable.
- A mobility manager and/or travel trainer can help connect residents to transit services that meet their needs.

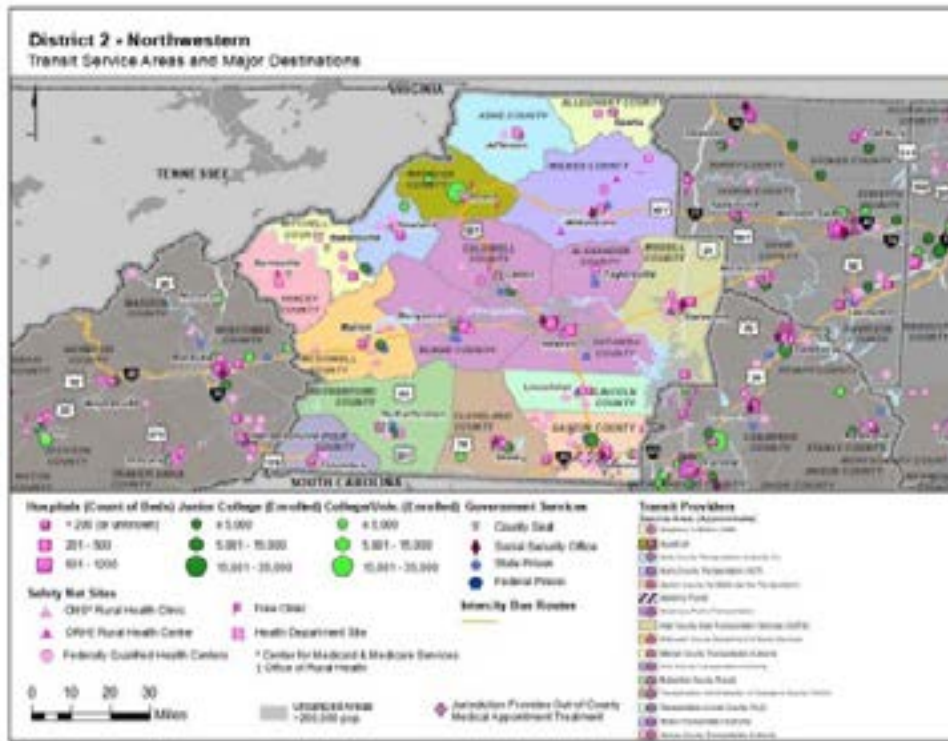


Figure 9: Map of Northwestern Analysis District Transit Service Areas and Major Destinations from 2018 Statewide Plan.

ANALYSIS OF THE EXISTING AND FUTURE PUBLIC TRANSPORTATION SYSTEM

Yancey County has a Single-County Community Transportation system. It is an on-demand service. The Yancey County Transportation Authority (YCTA) (<https://yanceycountync.gov/departments/transportation-authority>) currently provides individually scheduled transit services to all citizens of Yancey County. YCTA also coordinates with human service agencies to provide service throughout the week. No fixed routes are currently in place nor planned. All recommendations for public transportation were coordinated with the local governments and the Integrated Mobility Division (IMD) of NCDOT.

Michael Harris, Director of YCTA, provided the Yancey County Steering Committee a comprehensive overview of YCTA at the July 1, 2020 Steering Committee meeting.

Currently, key destinations for YCTA include:

- Mount Mitchell State Park
- Local grocery stores and larger retail
- Spruce Pine Hospital
- Celo Community Health Center
- Bolens Creek area
- Black Mountain Crest trailhead
- Larger employers e.g. Glen Raven

See Figure 9 for these and other key destinations in the county.

YCTA currently provides destination services by contract for:

- Department of Social Services, 320 Pensacola Rd.
- Yancey County Community Center, 503 Medical Campus Dr.
- Smart Start (Blue Ridge Partnership for Children), 392 E. Main St.
- Smoky Ridge Rehabilitation, 390 Pensacola Rd.
- Yancey Family Violence Coalition, Burnsville, NC
- Short Bus Studio, 414 E. Main St.

Transportation to and from jobs was specifically noted as a trouble area due to trip schedules. It is also difficult for YCTA vans to navigate the more mountainous terrain roads e.g. Seven Mile Ridge, N.C. 80 North, Cox's Creek Road, and Boone Branch Road.

The need for transit stops in the Micaville area and on the west side of the county were mentioned to help with employment trips in the future and for coordination of trips to the Asheville area (primarily for medical care) with the public transportation agencies in Avery and Mitchell counties. Recent park and ride lots along U.S. 19E have been completed as part of the improvements to U.S. 19E and meet these needs. It was also noted that the Yancey County Senior Center could be a central drop off location.

Figure 10, Sheet 2 of 2, shows concentrations of transit dependent populations within Yancey County.

Based on US Census population estimates for July 1, 2019, Yancey County has 26.3% of its population over 65 years of age, 14.2% of persons in poverty, 13.5% with disabilities (2015-2019), and approximately 2% (2013-2018) without an automobile. See the Community Understanding Report (CUR) in Appendix for maps showing location of these populations.

Park and Ride Lots:

Currently, there are three existing Park and Ride lots in Yancey County. One lot is off U.S. 19E at Possum Trot Road (SR 1128) on the western side of the county, one lot is off U.S. 19E at N.C. 80N on the eastern side of the county, and the third lot is the Yancey County Recreation Department on Mitchell Branch Road (SR 1373).

Several seasonal shuttle services were discussed. In the past, during summer months, a shuttle service to the Asheville Regional Airport has been popular. And there was discussion about seasonal shuttle services between Burnsville town center to Mount Mitchell State Park, popular trail heads off N.C. 197S and N.C. 80S and campgrounds.

The 2020-2029 NCDOT State Transportation Improvement Plan (STIP) includes funding for a new Yancey County Transit Facility (TA-6723). Construction is programmed for 2022. At the time of the development of this CTP, a location for the facility had not been finalized so it is not shown on the Public Transportation & Rail Recommendations map.

Community Feedback

The Yancey County CTP Survey showed that public transportation is an important service in the county, especially for elderly populations. Comments on the survey included:

- Limited transportation options for people without cars
- Better support for the current public transportation van system
- Desire for buses or vans on a regular schedule.
- Increased availability
- Regular trips to Asheville
- More important for older residents

Analysis of Public Transportation Findings/Results

Yancey County plans to continue to use an on-demand public transportation system. They will continue to consider implementation of seasonal shuttles to specific locations, but there are no certain plans at this time.

A need for a Park and Ride lot near the town of Burnsville was identified with a recommendation for one off U.S. 19E near Depot Street (SR 1140).

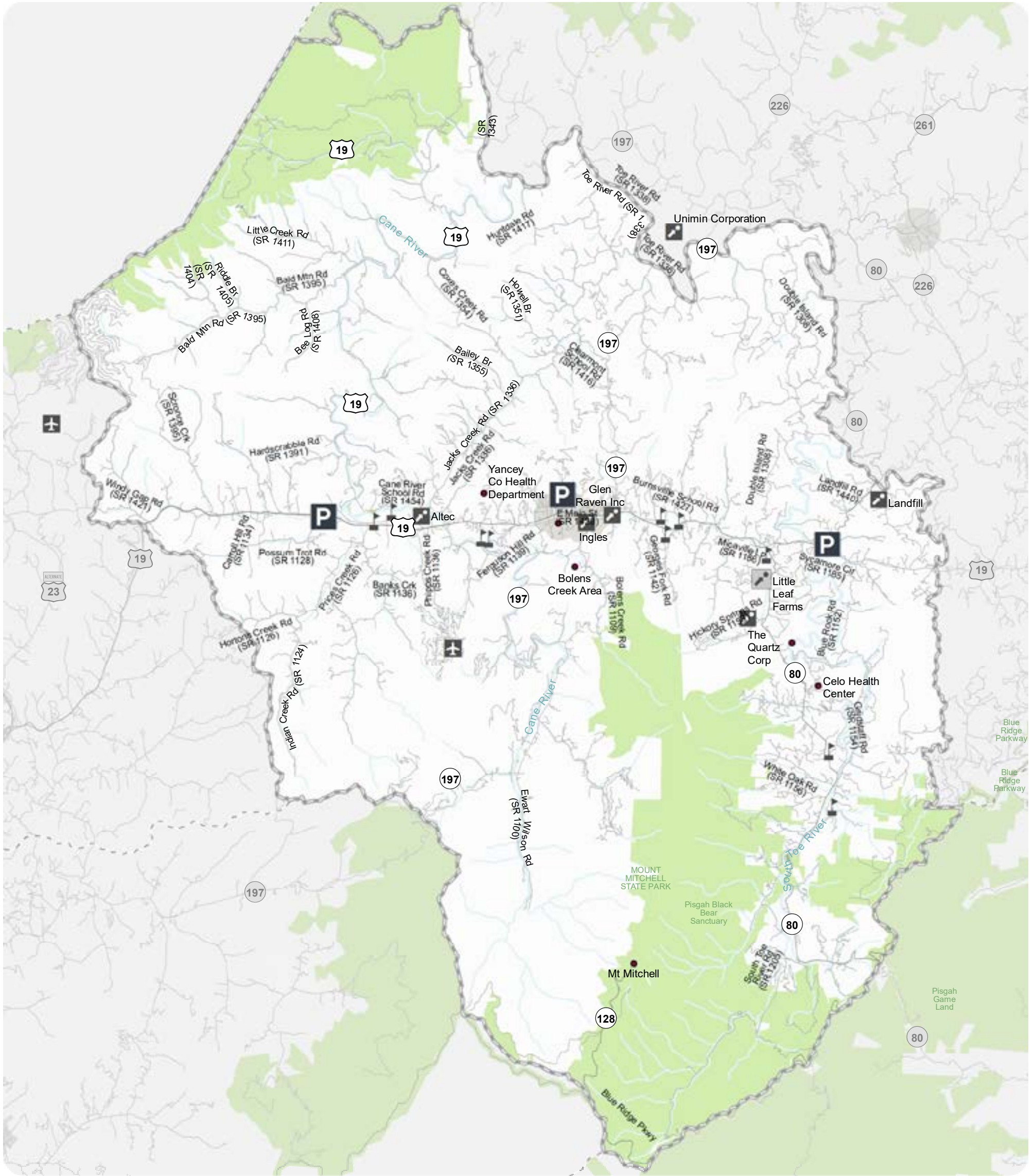


Figure 10

PUBLIC TRANSPORTATION ANALYSIS



YANCEY COUNTY

CTP Analysis and Information

Plan Date: May 05, 2021

Public Transportation Features

- Urban Fixed Bus Corridor —
- Regional Bus Corridor —
- Rural Fixed Bus Corridor —

- Transit Facility
- Park and Ride Lot
- Amtrak Station
- Intermodal Terminal

Public Transportation Analysis Features

- Airport
- Seaport
- Military Installation
- Ferry Route
- Destination
- Anticipated Future Destination
- Hospital
- School
- Study Road

On-Demand Service Covers Entire County

High Country RPO



Full report at: <https://tinyurl.com/Yancey-County-CTP>



Sheet 1 of 2

Plan Date: May 05, 2021

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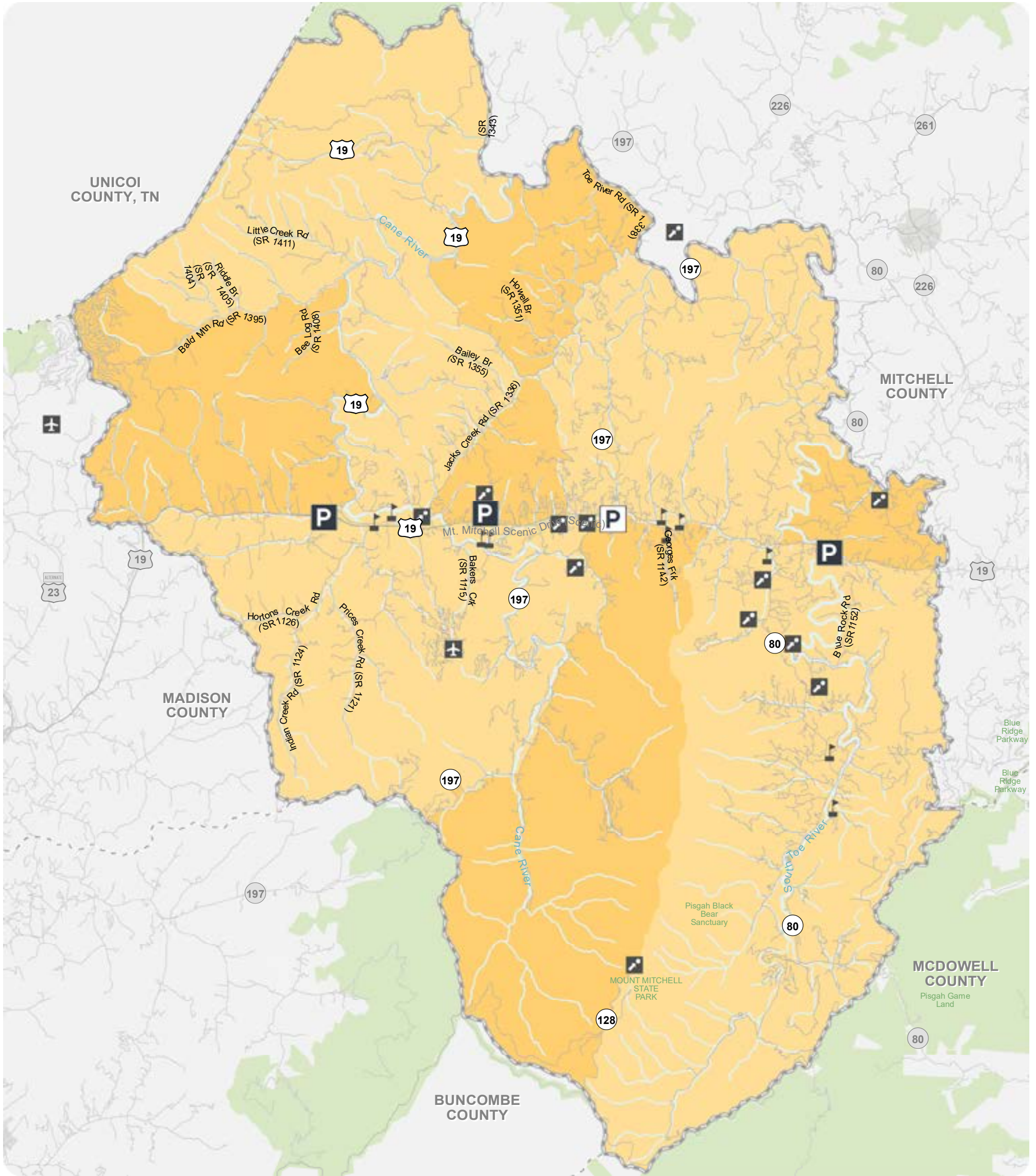



Figure 10

PUBLIC TRANSPORTATION TDI ANALYSIS



YANCEY COUNTY

CTP Analysis and Information

DRAFT
Plan Date: May 05, 2021

Public Transportation Features

- Regional Bus Corridor —
- Rural Fixed Bus Corridor —

Public Transportation Analysis Features

- Airport
- Hospital
- School
- Destinations
- Anticipated Future Destinations
- Study Road

Transit Facility

- Transit Facility
- Park and Ride Lot

Transit Dependency Index

- 0 5 10 15 20+
- High Country RPO





Full report at:
<https://tinyurl.com/Yancey-County-CTP>



Miles

Sheet 2 of 2

Base map date: November 05, 2019

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RAIL

Today North Carolina has 3,245 miles of railroad tracks throughout the state. There are two types of trains that operate in the state, passenger trains and freight trains. There are two major freight railroad companies that operate in North Carolina, CSX Transportation and Norfolk Southern Corporation.

There are no active railroads currently in Yancey County. The CSX Z branch runs along the border of Mitchell and Yancey counties but only crosses into Yancey for 5.4 miles, and there are no crossings on that portion of the line

BICYCLE AND PEDESTRIAN

Bicyclists and pedestrians are a growing part of the transportation system in North Carolina. Many communities are working to improve mobility for bicyclists and pedestrians.

NCDOT is committed to providing an efficient multi-modal transportation network. NCDOT updated the 2009 Complete Streets Policy in 2019. An Action Plan and Implementation Guide were developed to support the policy. The 2019 Complete Streets Policy eliminated the 2009 Complete Streets Policy, the 2012 complete Streets Planning and Design Guidelines, the 2009 Bicycle Policy, the 2001 Pedestrian Policy Guidelines, and the 1994 Administrative Action to Include Local Adopted Greenway Plans in the NCDOT Highway Planning Process.

Referenced Plans

The recommendations from the 2014 High Country Bike Plan ⁴ and the 2006 Town of Burnsville Comprehensive Pedestrian Plan ⁵ were reviewed as part of the Yancey County CTP development.

The High Country Bike Plan recommended 4- to 6-foot paved shoulders on the following facilities. U.S. 19/19E, U.S. 19W, N.C. 197, and N.C. 80 had recommendations as part of the High Country Bike Plan. Prior to the completion of the CTP improvements had been made to U.S. 19/19E that included 4 foot paved shoulders.

The 2006 Town of Burnsville Comprehensive Pedestrian Plan recommendations included the following recommendations:

⁴ [https://connect.ncdot.gov/municipalities/PlanningGrants/Documents/High Country Bike Plan.pdf](https://connect.ncdot.gov/municipalities/PlanningGrants/Documents/High%20Country%20Bike%20Plan.pdf)

⁵ [Burnsville Ped Plan.pdf \(ncdot.gov\)](#)

Sidewalk Recommendations		Time Frame
U.S. 19E (Completed)	Town Limits to Town Limits	Short term
Pensacola Road (N.C. 197), East Main Street	East Main Street to Blue Ridge Lane	Short term
West Main Street	Extend existing to Town Limits/U.S. 19E	Short term
School Circle	Around School Circle, to Parkway Playhouse	Short term
Mitchell Branch Rd/ N. Main Street (Completed)	Extend to Ray-Cort Park, Town Limits	Mid-range
East Main Street	Extend to U.S. 19-E	Mid-range
Westover Drive	West Main Street to U.S. 19-E	Mid-range
McIntosh Ave. & Bennett Street	Extents, with off-road connector	Mid-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 Sav-Mor Foods	Long range
Celo Street	Long View Road to East Main Street	Long range
Cooper Street	West Main Street to U.S. 19E	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 U.S. 19E	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 (Completed)	East-West Boulevard to U.S. 19E	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 Recommendations		Time Frame
1 U.S. 19-E & South Main Street / Reservoir Road		Short term
2 U.S. 19-E & Pensacola Road (N.C. 197)		Short term
3 School Circle & Green Mountain Drive		Short term
4 U.S. 19-E & Westover Drive		Mid-range
5 U.S. 19-E & East Main Street		Mid-range

ANALYSIS OF EXISTING AND FUTURE BICYCLE AND PEDESTRIAN SYSTEM

The steering committee reviewed the recommendations in the High Country Bike Plan and Burnsville Comprehensive Pedestrian Plan shown above. They also identified popular destinations that people would walk or bike to which are listed previously in Table 1. A one-mile buffer was placed around bicycle destinations, and a quarter-mile buffer was placed around pedestrian destinations. These maps were used along with bicycle and pedestrian crash analysis maps to identify roadways in need of bicycle or pedestrian facilities.

Community Feedback

The Yancey County CTP Survey showed that bicycle and pedestrian facilities are important to the community.

- More bike lanes and sidewalks are needed everywhere.
- Finish sidewalk along East Main Street.
- Bike lanes and multi-use paths are needed.
- Crossing U.S. 19 feels dangerous.
- It is not easy traveling in Yancey County without a car.
- Yancey County is a beautiful area to walk and bike, but narrow roads do not feel safe for these activities. Wider shoulders are needed.
- Bicycle and pedestrian accommodations are important for economic growth and community health.

Analysis of Bicycle and Pedestrian Findings/Results

Yancey County emphasized bicycle and pedestrian accommodations in this CTP update. The Vision for this CTP is, “Yancey County has a safe and accessible multi-modal transportation system that connects its residents and visitors to key destinations within the county and regionally where an emphasis is placed on alternative modes.”

With specific goals:

- A safe transportation system
- An accessible transportation system
- A multi-modal transportation system
- Connect residents and visitors to key destinations
- Connect residents and visitors regionally by multiple modes

The bicycle recommendations from the High Country Bike Plan for U.S. 19W, N.C. 80 and N.C. 197 were carried forward. U.S. 19/19E has been upgraded to support bicyclists. The portion of U.S. 19W between Hunt Dale Road and Union County Tennessee was not recommended for wider paved shoulders as the traffic volumes were considered low enough along this section that bicyclists could safely share the road. Bolens Creek Road (SR 1109), Coxes Creek Road (SR 1354), Clearmont School Road (SR 1416), Ferguson Hill road (SR 1139), Hunt Dale Road (SR 1417), Jacks Creek Road (SR 1336), Pensacola Road (SR 1429), and Toe River Road (SR 1338) were identified as popular routes for bicyclists and recommended for paved shoulders. The traffic volumes along Jacks Creek between Clearmont School Road (SR 1416) and Toe River Road (SR 1336) were low enough that bicyclists could share the road so wider paved shoulders were not recommended for this portion. While paved shoulders are not considered bicycle facilities, a wider paved shoulder does offer bicyclists more safe space. A minimum of 5’ is recommended for these facilities.

Most of the sidewalk recommendations in the Burnsville Pedestrian Plan were identified by the steering committee to carry forward. Several of the recommendations have been completed: , U.S. 19E withing Burnsville town limits, South Main Street between East West Blvd and U.S. 19E, Mitchell Branch Rd/N Main Street extension to Ray Cort Park,. Ray Street and the McIntosh Avenue connector to Bennett Street were not carried forward in this CTP. The recommended off-road connectors did not seem viable now because of development in the area, but a series of greenways are proposed as part of this CTP. While crosswalk locations are not part of the CTP, the recommendation for crosswalks from the Pedestrian Plan are still supported by the community.

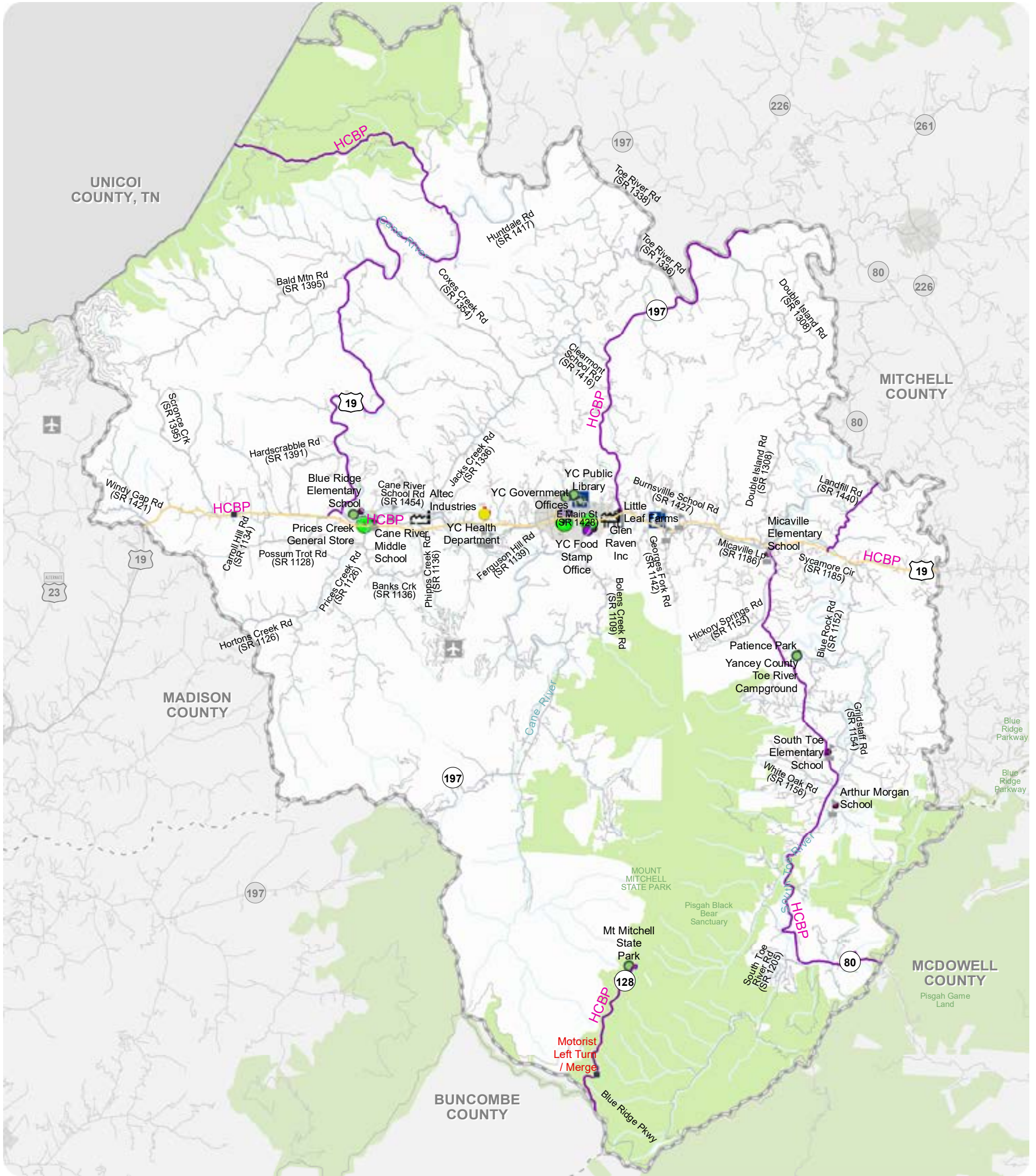


Figure 11

BICYCLE ANALYSIS



YANCEY COUNTY

CTP Analysis and Information

Map Date: June 10, 2020

Bicycle Features

- Existing Bicycle Lane —
- Existing Multi-Use Path —
- Bicycle and Pedestrian Bridge ○

Other Features

- Bicycle Crash Location
- Study Road
- High Country RPO

HCBP 2014 High Country Bike Plan Recommendation

Destinations

- Entertainment
- ★ Farm
- Government Office
- Health Department
- Industry
- Library
- + Medical
- Parks & Recreation
- Shopping



Full report at: <https://tinyurl.com/Yancey-County-CTP>



0 1 2 Miles

Sheet 1 of 5

Base map date: November 05, 2019

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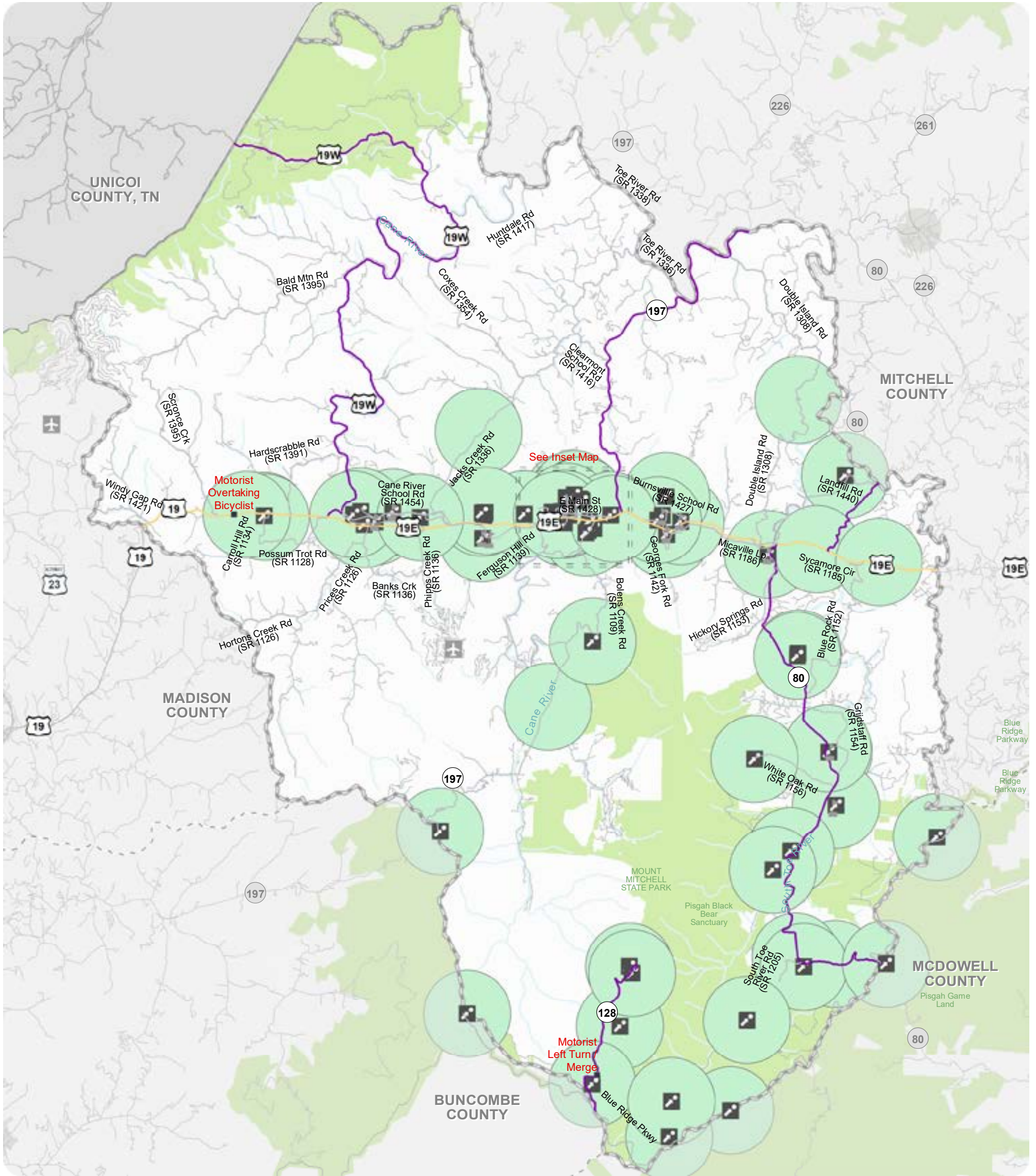


Figure 11

BICYCLE ANALYSIS



YANCEY COUNTY

CTP Analysis and Information

Plan Date: May 05, 2021

Bicycle Features

- Existing Bicycle Lane —
- Existing Multi-Use Path —
- Bicycle and Pedestrian Bridge ○
- Proposed Bicycle Accommodations —

Other Features

- Bicycle Crash Location
- ▣ Destination
- Study Road
- 1 mile buffer
- ⋮ High Country RPO



Full report at:
<https://tinyurl.com/Yancey-County-CTP>



0 1 2
 Miles

Sheet 2 of 5

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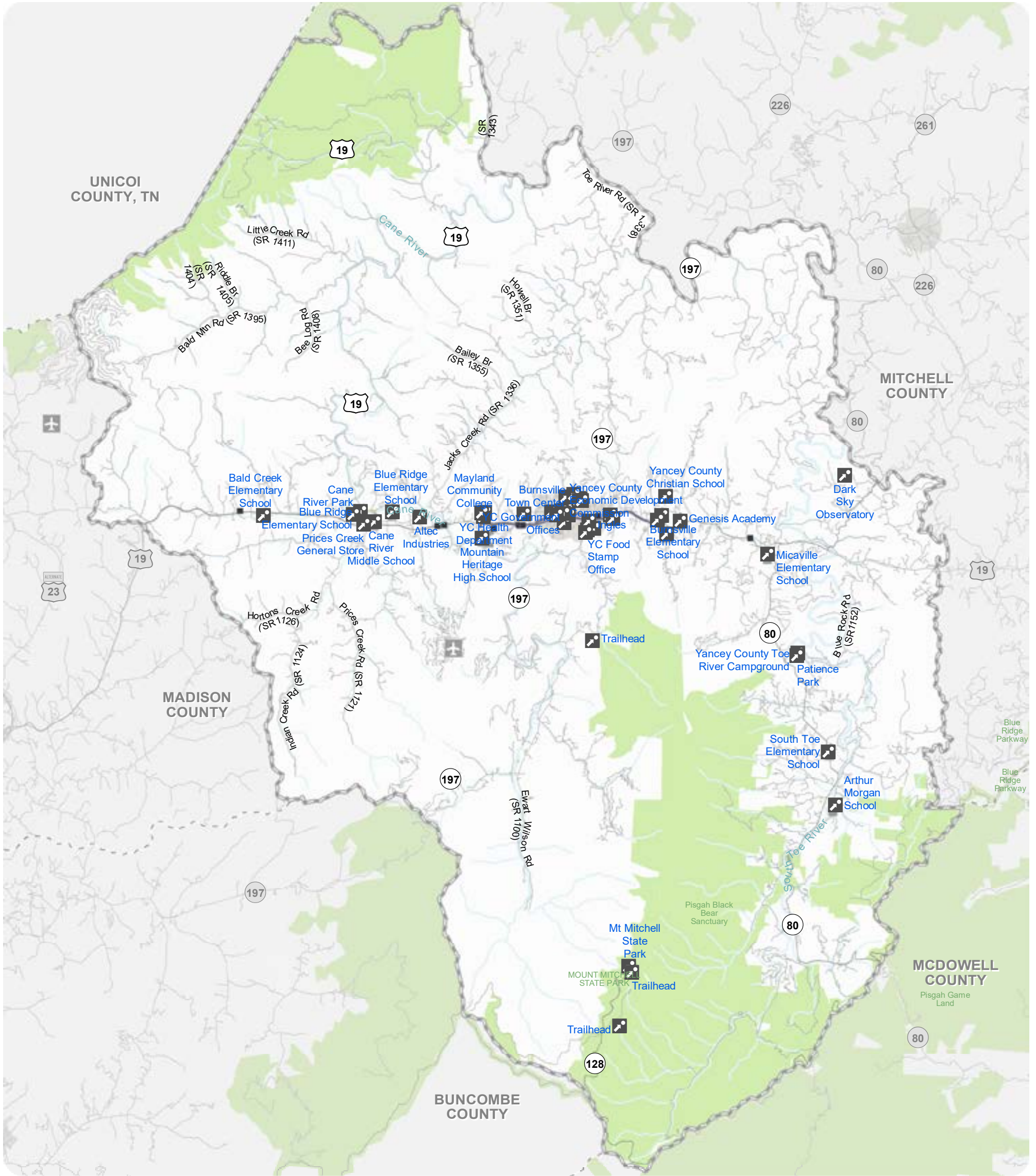


Figure 11

PEDESTRIAN ANALYSIS



YANCEY COUNTY

CTP Analysis and Information

Plan Date: May 05, 2021

Pedestrian Features

- Sidewalk —
- Multiuse Path —
- Multiuse Path (Outside of ROW) —
- Side Path (Inside of ROW) —
- Bicycle and Pedestrian Bridge ○
- Other Features**
- Pedestrian Crash Location
- ⬇ Destination
- Study Road
- ⊠ High Country RPO



Full report at:
<https://tinyurl.com/Yancey-County-CTP>



Sheet 3 of 5

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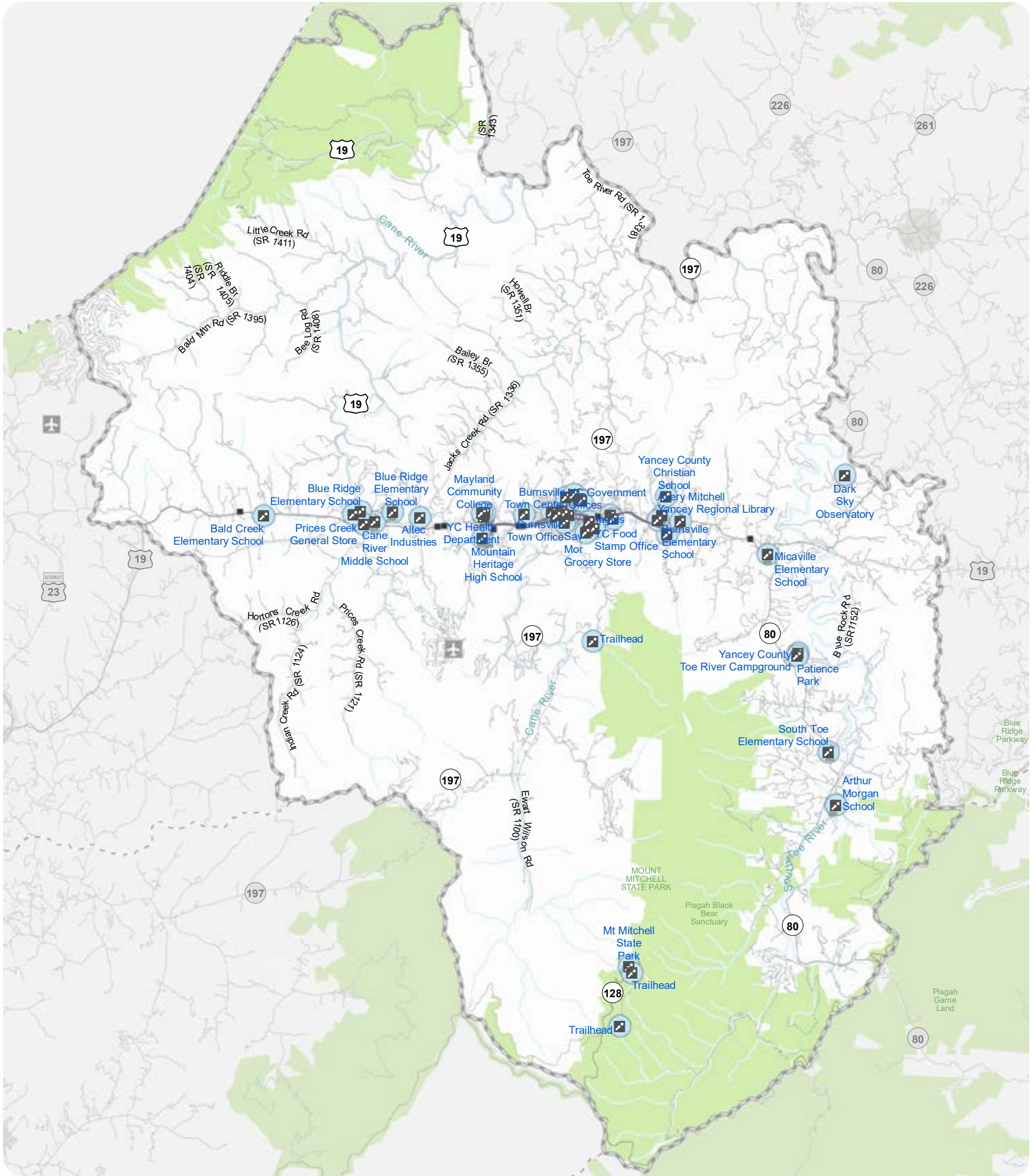


Figure 11

PEDESTRIAN ANALYSIS



YANCEY COUNTY

CTP Analysis and Information

Plan Date: May 05, 2021

Pedestrian Features

- Sidewalk
- Multiuse Path
- Multiuse Path (Outside of ROW)
- Side Path (Inside of ROW)
- Bicycle and Pedestrian Bridge
- Other Features
 - Pedestrian Crash Location
 - 📍 Destination
 - Study Road
 - 1/4 Mile Buffer
 - ⊞ High Country RPO



Full report at:
<https://tinyurl.com/Yancey-County-CTP>



Sheet 5 of 5

Base map date: November 05, 2019

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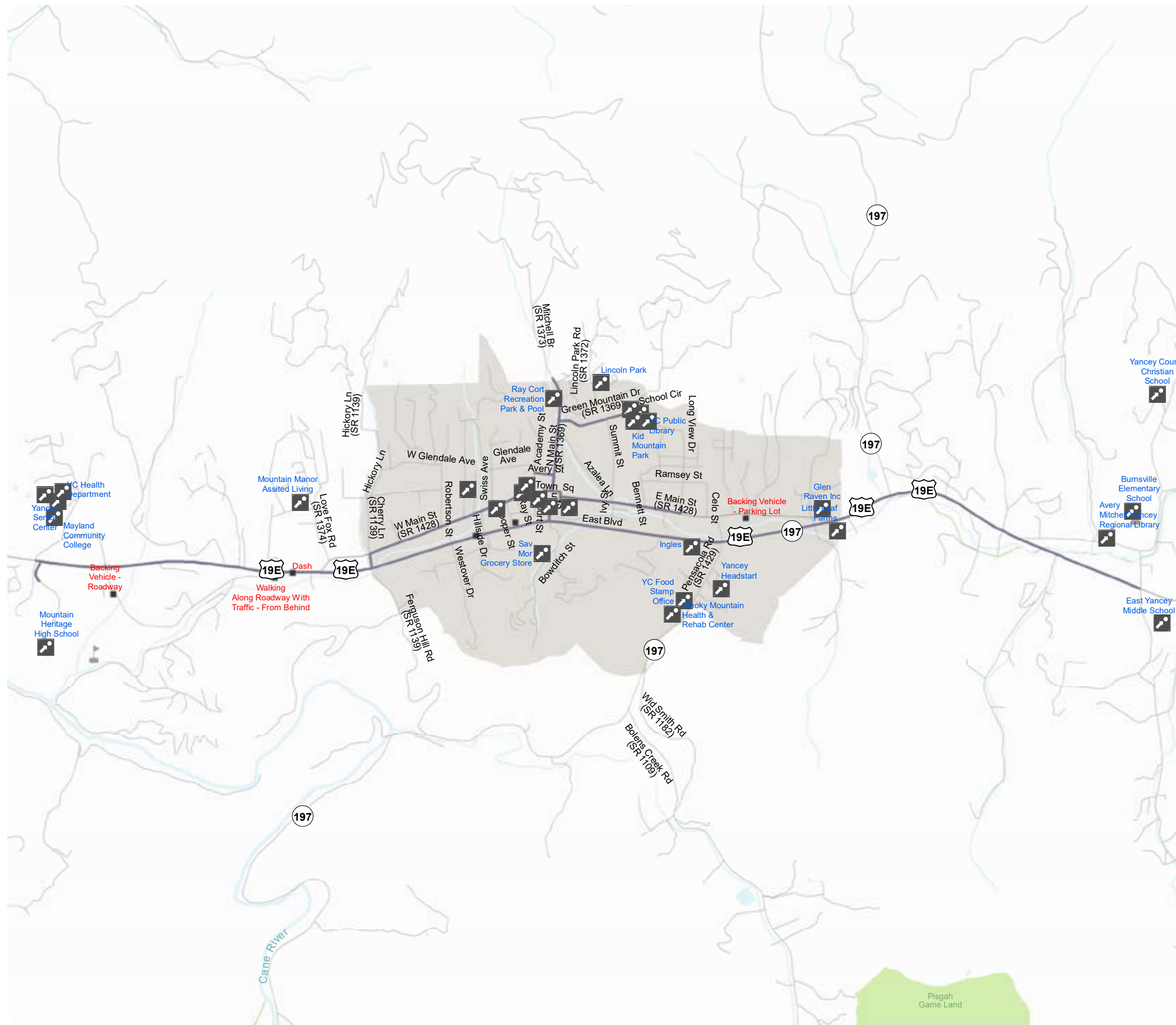
Figure 11
Pedestrian Analysis



YANCEY COUNTY
TOWN OF BURNSVILLE INSET

CTP Analysis and Information
 Pedestrian Features

- Sidewalk —
 - Multiuse Path —
 - Multiuse Path (Outside of ROW) —
 - Side Path (Inside of ROW) —
 - Bicycle and Pedestrian Bridge ○
- Other Features
- Pedestrian Crash Location
 - Destination
 - Study Road
 - ⋮ High Country RPO



Full report at:
<http://tinyurl.com/DCHC-CTP>



0 0.425 0.85
 Miles

Sheet 4 of 5

Inset

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Plan Date: May 05, 2021

PUBLIC INVOLVEMENT

Public involvement is a key element in the transportation planning process. Adequate documentation of this process is essential for a seamless transfer of information from systems planning to project planning and design.

Throughout the course of the study, the NCDOT Transportation Planning Division worked with the Yancey County CTP Steering Committee, which included representatives from Burnsville, Yancey County, the transit agency, the RPO and others. See page i of the Yancey County CTP Document for a complete list of members. The committee provided information on local plans, developed transportation vision and goals, discussed population and employment projections, and developed proposed CTP recommendations.

In addition to the CTP Steering Committee, other individuals were invited to come and share with the committee. Chris Robinson with Yancey County EMS shared at the August 12, 2021 meeting. He shared that the recent completion of the U.S. 19 E project has helped Yancey County EMS operations and response times. EMS calls at Mount Mitchell are coordinated with Mount Mitchell staff for strategic pick up locations. The highest number of crashes occur along the Blue Ridge Parkway/McDowell County line and typically involve motorcycles. On August 12, 2021, Jacob Gardner with Mount Mitchell State Park also provided input to the CTP Steering Committee. He noted that most visitors are accessing the park from I-40 and N.C. 80 and come from all over the U.S. The most common destinations at Mount Mitchell are the Summit Trail, Mountains to Sea Trail, Black Mountain Crest Trail, Colbert Ridge Trail, Deep Gap, and Commissary Hill camping area. Mount Mitchell would like to see RV/camping and fishing improvements for the new land acquisition areas off N.C. 197. There is the potential for future access to the park at N.C. 197 in the Pensacola community near the county convenience center, but it is still being evaluated. A new trail head is being considered for the Moody Ridge development area. Improvements to N.C. 197 will be needed to accommodate the recent land acquisitions and future plans for the park. Future parking areas should be located in the Laurel Branch and Moody Ridge areas.

CTP Vision, Goals, and Objectives

The CTP vision, goals and objectives were developed as part of the public involvement process to help identify the community's outlook on the future of transportation for all modes. The vision, goals, and objectives were used as guides in the development of the CTP. The CTP Steering Committee developed the draft vision, goals and objectives, which were refined with input from residents through the CTP Survey that was distributed online and by paper July 13, 2021 through August 14, 2020.

The vision statement, goals and objectives reflect what is important for the area and define any local preferences concerning the transportation system and community assets. The vision statement is the framework for the area's strategic planning. Goals and objectives document how the area plans to fulfill its vision. The goals break down the vision statement into themes, while the objectives document how the area plans to make progress to achieve each goal.

Yancey County CTP Vision:

“Yancey County has a safe and accessible multi-modal transportation system that connects its residents and visitors to key destinations within the county and regionally where an emphasis is placed on alternative modes.”

- Vision statement from Yancey County CTP Steering Committee Steering

Goals & Objectives:

1. A safe transportation system

- Provide off-road alternatives to cyclists to key destinations.

2. An accessible transportation system

- Evaluate the existing sidewalk system for accessibility
- Provide access to new residential growth

3. A multi-modal transportation system

4. Connect residents and visitors to key destinations

- Complete sidewalk system that connects communities and key destinations
- Enhanced public transportation with established routes
- Improve connection to the new Mount Mitchell State Park lands in the Pensacola region

5. Connect residents and visitors regionally for multiple modes

- A high-speed connection to Asheville region
- Plan for automated vehicles
- Grow ride sharing in the area

CTP Survey

The Yancey County Comprehensive Transportation Plan (CTP) Survey was composed by the Yancey County CTP Steering Committee, the High Country RPO, and NCDOT. The survey was used to help identify the area's perceptions or concerns of transportation-related issues. The survey included questions that involved ranking important areas of focus, sets of agree/disagree questions by mode of transportation, and a mapping question to identify the location of concerns in Yancey County. The survey was primarily accessible electronically with paper options being available at the following locations:

- Burnsville Post Office
- Yancey County Meals on Wheels
- Chamber of Commerce
- Blue Ridge Elementary School
- East Yancey Middle School
- TRACTOR Food and Farms
- Yancey County Public Library

The survey was available in English and Spanish. Various means were used to make the public aware of the survey and direct them to a means of completing the survey. These methods included e-mail announcements, flyers sent home through students, social media, and the HCRPO office. Flyers were also posted at popular locations such as recreational centers, shops and stores. A total of 367 responses were received between July 13 and August 14 of 2020. Below are the results from the survey.

Yancey County Transportation

WELCOME

Please share your thoughts!
 Yancey County, the Town of Barnsville, the High Country Rural Planning Organization (RPO) and the North Carolina Department of Transportation (NCDOT) are updating the Yancey County/Barnsville Comprehensive Transportation Plan (CTP). This plan will identify future transportation needs in Yancey County.

[Expand](#) [Begin](#)



A Comprehensive Transportation Plan is a long-range transportation plan that identifies deficiencies and proposes solutions to address them. Feedback on this plan goes straight to NCDOT.

What is most important to you?

Order your top 5 items above this line

- Public or Private Transit
- Shorter Travel Times
- Culture and Environment
- Walking/Biking
- Safety
- Modern Roads
- Emerging Technologies
- Growth/Development

Help us understand your top priorities for Yancey County's future transportation network.

Click on each item to read a description, then drag your top 5 priorities above the line with your highest priority at the top.

Please drag 5 of the items above the line in your preferred order.

[Suggest another item](#)

What do you think?

YOUR THOUGHTS

General Questions [View about this](#)

Roadway

Road Condition
 I feel the roads in Yancey County are good. [Comment](#)

Pedestrian

Safety
 I feel the roads in Yancey County are safe. [Comment](#)

Biking

Traffic
 I feel the roads in Yancey County are congested. [Comment](#)

Public Transportation

Ease of Travel
 I feel it is easy to move throughout Yancey County without a car. [Comment](#)

[Suggest another](#) [Next Category](#)

What do you think?

YOUR THOUGHTS

General Questions [View about this](#)

Roadway

Roadway [View about this](#)

Road Improvements
 Road improvements are needed, even if they have unavoidable impacts. [Comment](#)

Pedestrian

Traffic
 I am willing to live with traffic during the busiest (peak) hours. [Comment](#)

Biking

Public Transportation

Road Widening
 I am in favor of widening roads (adding more lanes) in Yancey County to meet traffic demands. [Comment](#)

[Suggest another](#) [Next Category](#)

What do you think?

YOUR THOUGHTS

General Questions [View about this](#)

Roadway

Pedestrian

Sidewalks
 We should have more sidewalks, multi-use paths/greenways, and crosswalks to be able to move safely across Yancey County. [Comment](#)

Biking

Funding
 I support funding pedestrian improvements more than widening roads (adding lanes). [Comment](#)

Public Transportation

Usage
 I would be more likely to walk if sidewalks or multi-use paths/greenways connected schools, employment centers, shopping centers, neighborhoods, community centers, public transportation stops, and parks/recreation centers. [Comment](#)

[Suggest another](#) [Next Category](#)

What do you think?

YOUR THOUGHTS

General Questions [View about this](#)

Roadway

Bicycling [View about this](#)

Bike Lanes
 I would be more likely to ride a bike if bike lanes or a wide paved shoulder were available. [Comment](#)

Pedestrian

Biking

On-road/Off-road
 I would prefer to ride a bike on a multi-use path/greenway or a path (outside the road) than to ride on the road (e.g. wide paved shoulders or a striped bicycle lane). [Comment](#)

Public Transportation

Usage
 I would be more likely to bike if bicycle accommodations or multi-use paths/greenways connected schools, employment centers, shopping centers, neighborhoods, community centers, public transportation stops, and parks/recreation centers. [Comment](#)

[Suggest another](#) [Next Category](#)

3 What do you think? What to do Next Task

YOUR THOUGHTS

General Questions

Roadway

Pedestrian

Biking

Public Transportation

Public and Private Transit
View photo

Usage
I am likely to use public transportation. ★★★★★ Comment

System Expansion
Yancey County should expand public transportation routes, stops and hours of service. ★★★★★ Comment

Funding
I support expanding public transportation services before widening roads (adding lanes). ★★★★★ Comment

Suggest another Next Task

4 Where are your concerns? What to do Next Task

PUT IT ON A MAP

Please drag and drop at least 1 marker on the map.

Roads Pedestrian Bike Public Transit Environment Other Issue

Google

5 Thank you! What to do

WRAP UP

Final Questions (Optional)

Enter the zip code of your primary residence:
Type:

Enter the zip code of your primary job:
Type:

Do you own property in Yancey County?
Select:

Race/Ethnicity
Select:

Age
Select:

Enter Email for future updates (optional)
Type:

Return Final Questions Next

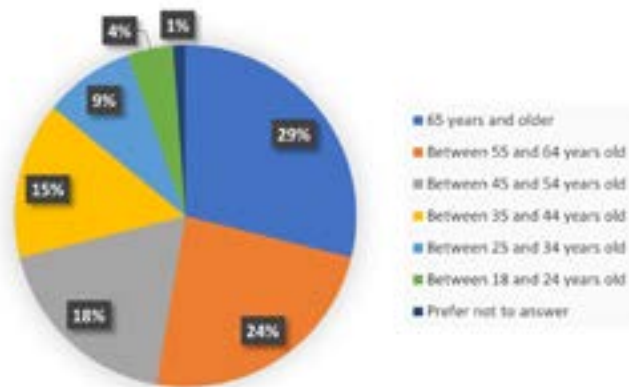
Thank you!
The information you provide will not be shared, however, it will help us know who we are reaching with this survey. Thank you for your input!
[Click here to view more and other information.](#)

Survey findings overview include the following:

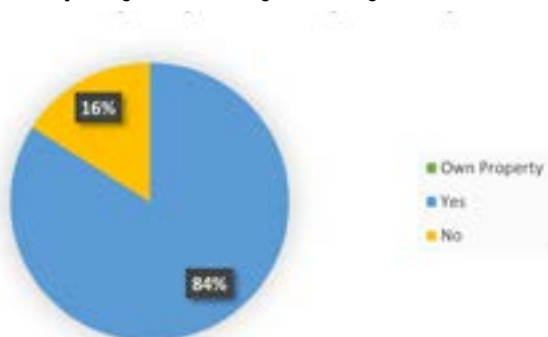
- Adding sidewalks and pedestrian infrastructure was most important and ease of travel was least important.
- N.C. 80, U.S. 19W, and N.C. 197 were identified as roads in need of improvements.
- Widening of road shoulders was mentioned often.
- Speeding concerns were mentioned often.
- There are concerns about narrow roads.
- Roads need to accommodate other modes of transportation (bicycle and pedestrian)
- Roads in Yancey County are not considered congested.
- It is not easy to travel without a car.
- More bicycle and pedestrian accommodations (greenways) are needed.
- There is support for improving existing roadways instead of adding more lanes.
- Safe pedestrian crossings along U.S. 19E are needed.
- There is support for the funding of sidewalks.
- Roads are unsafe for bicycles in most areas (prefer separate paths from roadways).
- There is support for and expansion of public transportation services.

Specific survey input received per each question is below:

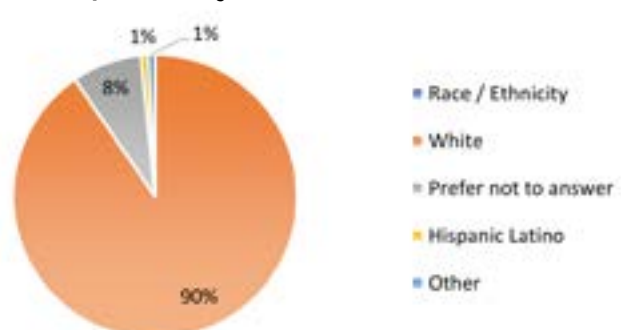
Participant Demographics Age:



Own Property in Yancey County?



Race/Ethnicity:



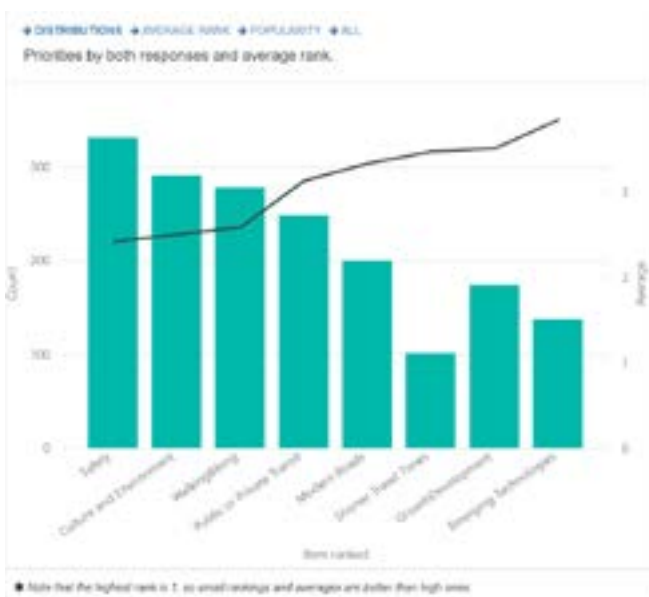
Priorities Breakdown

Participants were asked to rank their top five priorities from 1 (most important) to 5 (least important). In addition, 50 specific comments were provided by participants:

- 9 comments about safety issues
- 4 comments about emerging technology issues
- 6 comments about modernization of roads
- 2 comments on public transportation
- 10 comments about culture and environment
- 4 comments about growth and development
- 2 comments about shorter travel times

All comments can be viewed on the NCDOT Yancey County CTP project site ([https://connect.ncdot.gov/projects/planning/Pages/CTP-Details.aspx?study_id=Yancey County](https://connect.ncdot.gov/projects/planning/Pages/CTP-Details.aspx?study_id=Yancey%20County)): Comments about more immediate issues, e.g. pot holes and safety, were also shared with Division 13 staff.

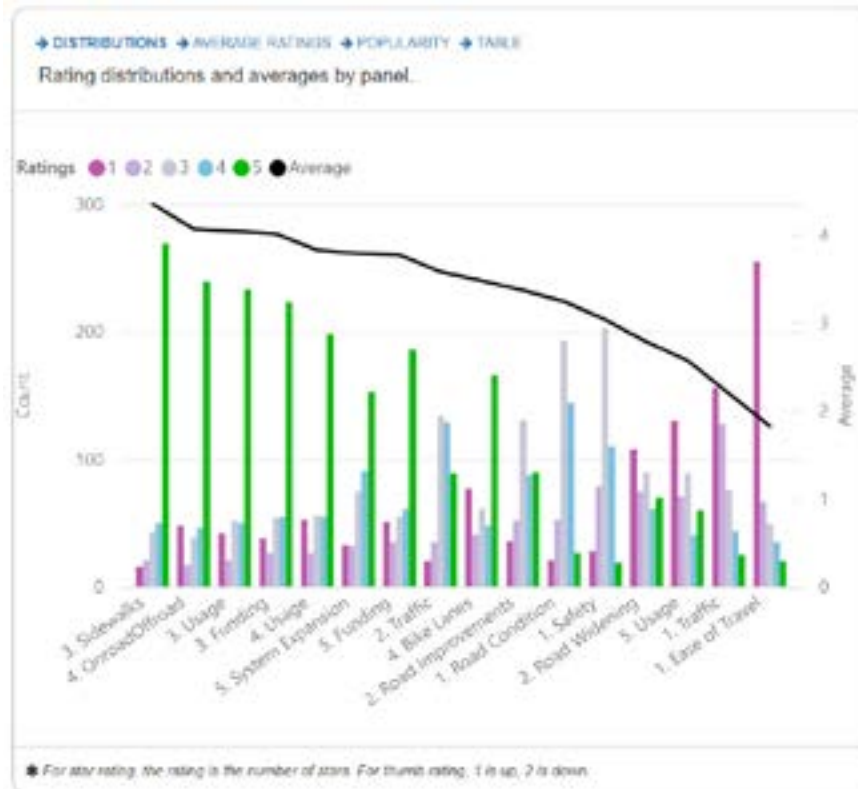
↓ Below: Each ranking item, showing how often each item was ranked in each position, ordered by average. Note that 1 is the highest rank.



General Thoughts about Each Mode of Transportation and What is Important

Participants shared how important different aspects of each mode of transportation were by assigning 5 stars (high importance) to 1 star (low importance). In addition, 295 specific comments were provided by participants.

All comments can be viewed on the NCDOT Yancey County CTP project site ([https://connect.ncdot.gov/projects/planning/Pages/CTP-Details.aspx?study_id=Yancey County](https://connect.ncdot.gov/projects/planning/Pages/CTP-Details.aspx?study_id=Yancey%20County)): Comments about more immediate issues, e.g. pot holes and safety, were also shared with Division 13 staff.



generalQ



Roadway



Pedestrian



Biking



Public Transportation



Mapping Summary Breakdown

A total of 428 markers were placed with 334 comments provided.

Roadway:

- 97 markers placed; 75 with comments
- 13 comments about intersections concerns
- 29 comments about roadway geometry (narrow/curvy or maintenance issues)
- 23 comments about speed or safety concerns
- 10 other comments

Public Transportation:

- 41 markers placed; 27 with comments
- All comments concerned the need for regular availability of public transportation to destinations both in the county and regionally, especially for older residents.

Bike:

- 104 markers placed; 83 with comments
- 16 comments about desire for greenways or bike paths in the county
- 67 comments that mentioned concerns about currently biking on roads and wanting to have accommodations for bicyclists

Pedestrian:

- 101 markers placed; 83 with comments
- 17 comments about feeling unsafe walking along most roads in Yancey County
- 9 comments about desire for greenways or side paths
- 47 comments about need for sidewalks and improving walkability in Yancey County
- 10 other comments

Environment:

- 44 markers placed; 29 with comments
- 5 comments about litter issues
- 8 comments for enjoying and preserving the environment
- 8 comments about the need to improve aesthetics of the built environment
- 3 comments about need to provide parking/access to park lands and scenic areas
- 5 concerns about storm runoff or protecting waterways

Other Issue:

- 41 markers placed; 37 with comments

Other issues primarily were about specific concerns on specific routes that were shared with NCDOT Division 13 staff for review.

YANCEY COUNTY COMPREHENSIVE TRANSPORTATION PLAN UPDATE PUBLIC SURVEY

The 2008 Yancey County Comprehensive Transportation Plan (CTP) is in the process of being updated. A CTP is a long-range multi-modal transportation plan with a 25-30-year planning period and is used to identify transportation projects for future funding that includes recommendations for the following transportation modes:

- Highway
- Public Transportation
- Rail
- Bicycle
- Pedestrian

The Yancey CTP Update includes a transportation vision for the county, is developed cooperatively between the North Carolina Department of Transportation, local governments, the High Country Rural Planning Organization, and a local stakeholder Steering Committee.

Public input is being sought for the Yancey County CTP Update. The public input survey for the Yancey County CTP Update can be accessed at the following link:

<https://YanceyCountyCTPSurvey.metroquest.com>

The survey will open on July 13, 2020. The deadline to take the survey is August 14, 2020.

Paper copies of the survey are available at the following locations:

- Burnsville Post Office – 670 W. Main Street Burnsville NC 28714
- Yancey County Meals on Wheels – 503 Medical Campus Dr. Burnsville NC 28714
- Chamber of Commerce – 106 W. Main St. Burnsville NC 28714
- Blue Ridge Elementary School – 910 Cane River School Rd. Burnsville NC 28714
- East Yancey Middle School – 285 Georges Fork Rd. Burnsville NC 28714
- TRACTOR Food and Farms – 54 Ferguson Hill Rd. Suite A Burnsville NC 28714
- Yancey County Public Library – 321 School Circle Burnsville NC 28714

Completed paper copies of the survey can be dropped off in a drop box at the Yancey County Courthouse building located at 110 Town Square, Burnsville NC, 28714 or at Burnsville Town Hall located at 2 Town Square, Burnsville NC, 28714. Surveys may also be mailed to the High Country Council of Governments at 468 New Market Blvd. Boone, NC 28607

Public input is an important component to the development of the Yancey County CTP Update and is greatly appreciated. If you have any questions regarding the survey or would like to request a copy of the survey, please contact David Graham, Transportation Planner at dgraham@hccog.org.






Yancey County Comprehensive Transportation Plan

Survey

Page 1

Si le gustaría una copia de esta encuesta en español, envíe un email a David Graham (dgraham@hccog.org)

1 What is this survey and what do I do?

This survey is being conducted for input on a transportation plan being developed for Yancey County. Please fill this survey out on or before **Friday, August 14, 2020**. This survey is available online at YanceyCountyCTPSurvey.metroquest.com

2 What's important to you?

Rank these items from **1st** (most important) to **8th** (least important).

<i>RANK</i>	<i>RANK</i>	<i>RANK</i>	<i>RANK</i>
Culture/Environment <input style="width: 30px; height: 20px;" type="text"/>	Growth/Development <input style="width: 30px; height: 20px;" type="text"/>	Public/Private Transit <input style="width: 30px; height: 20px;" type="text"/>	Shorter Travel Times <input style="width: 30px; height: 20px;" type="text"/>
Emerging Technologies <input style="width: 30px; height: 20px;" type="text"/>	Modern Roads <input style="width: 30px; height: 20px;" type="text"/>	Safety <input style="width: 30px; height: 20px;" type="text"/>	Walking/Biking <input style="width: 30px; height: 20px;" type="text"/>

Comment(s):

3 What do you think?

Answer each question on a scale from 1 to 5. **1 = Not at All/Strongly Disagree** **5 = Very Much/Strongly Agree**

<h4 style="margin: 0;">A General Questions</h4>	<p>I feel that the roads in Yancey County are good. 1 2 3 4 5</p> <p>I feel the roads in Yancey County are congested. 1 2 3 4 5</p>	<p>I feel that the roads in Yancey County are safe. 1 2 3 4 5</p> <p>I feel it is easy to move throughout Yancey County without a car. 1 2 3 4 5</p>	
---	---	--	--

<h4 style="margin: 0;">B Roadway Questions</h4>	<p>Road improvements are needed, even if they have unavoidable impacts. 1 2 3 4 5</p>	<p>I am willing to live with traffic during the busiest (peak) hours. 1 2 3 4 5</p>	<p>I am in favor of widening roads (adding more lanes) in Yancey County to meet traffic demands. 1 2 3 4 5</p>
---	--	--	---

<h4 style="margin: 0;">C Pedestrian Questions</h4>	<p>We should have more sidewalks, multi-use paths (greenways), and crosswalks to be able to move safely across Yancey County. 1 2 3 4 5</p>	<p>I support funding pedestrian improvements more than widening roads (adding lanes). 1 2 3 4 5</p>	<p>I would be more likely to walk if sidewalks or multi-use paths (greenways) connected schools, employment centers, shops, neighborhoods, etc. 1 2 3 4 5</p>
--	--	--	--

<h4 style="margin: 0;">D Bicycle Questions</h4>	<p>I would be more likely to ride a bike if bike lanes or a wide paved shoulder were available. 1 2 3 4 5</p>	<p>I would prefer to ride a bike on a multi-use path (greenway) or a path outside the road than to ride on the road (wide paved shoulders or a striped bicycle lane). 1 2 3 4 5</p>	<p>I would be more likely to bike if bicycle accommodations or multi-use paths (greenways) connected schools, employment centers, shops, neighborhoods, etc. 1 2 3 4 5</p>
---	--	--	---

<h4 style="margin: 0;">E Public Transit Questions</h4>	<p>I am likely to use public transportation. 1 2 3 4 5</p> <p>I support expanding public transportation services before widening roads (adding lanes). 1 2 3 4 5</p>	<p>Yancey County should expand public transportation routes, stops and hours of service. 1 2 3 4 5</p>	
--	--	---	--

Comment(s):

Turn page over for more.

For more information on this plan, including maps, data, and analysis, go to tinyurl.com/Yancey-County-CTP






Yancey County Comprehensive Transportation Plan

Survey

Page 2

4

Where are your concerns?

Share with us **where** in the region there are any issues or potential solutions related to transportation.
Please try to limit the number of issues to 3. *Attach extra sheets if needed.*

<p>Location:</p> <p>Mode (choose one): Car Pedestrian Bike Transit Other: _____</p> <p>Describe the issue/solution:</p>	<p>Location:</p> <p>Mode (choose one): Car Pedestrian Bike Transit Other: _____</p> <p>Describe the issue/solution:</p>	<p>Location:</p> <p>Mode (choose one): Car Pedestrian Bike Transit Other: _____</p> <p>Describe the issue/solution:</p>
--	--	--

If you have more than 3 concerns or you would like to write more than the space here allows, please attach a separate sheet.

5

Tell us about yourself!

These questions are **optional**.
 If you do not want to answer a question, **please skip it.**

A General Questions

In which City/Town/Zip Code do you live?

In which City/Town/Zip Code do you work?

B Age
 Circle **ONE** Answer

What is your age?
OPTIONAL

17 & Under	18-24	25-34	35-44
45-54	55-64	65 & Over	

C Ancestry
 Circle **all that apply** to you.

What is your race, ethnicity and/or ancestry?
OPTIONAL

White	Black/African-American	
Hispanic/Latino	Native American/Alaska Native	
Asian/Pacific Islander		
Other:	<input style="width: 150px; height: 25px;" type="text"/>	

D Property
 Circle **ONE** Answer

Do you own property in Yancey County?
OPTIONAL

Yes **No**

Comment(s):

6

I've finished. What do I do?




First, please make sure that you have answered all the questions.
 Please respond by **Friday, August 14, 2020.**

7


Stay up-to-date with the plan!

Write your email address below (optional):

Thank you for your time and input!



Plan Integral de Transporte del Condado Yancey

Encuesta

Página 1

If you would prefer to have the English copy of this survey, please email David Graham (dgraham@hccog.org)

1 ¿Sobre qué es esta encuesta y qué debo hacer?

Esta encuesta se está realizando para obtener información sobre un plan de transporte desarrollado en Yancey County. Por favor complete esta encuesta antes del **Viernes, 14 de agosto de 2020**. También puede encontrarla en Internet: YanceyCountyCTPSurvey-ES.metroquest.com

2 ¿Qué es importante para usted?

Clasifique estos asuntos del **1** (más importante) a **8** (menos importante).

CLASIFICACIÓN	CLASIFICACIÓN	CLASIFICACIÓN	CLASIFICACIÓN
Cultura/Medio Ambiente <input type="checkbox"/>	Crecimiento/Desarrollo <input type="checkbox"/>	Transporte Público/Privado <input type="checkbox"/>	Recorridos Más Cortos <input type="checkbox"/>
Tecnologías emergentes <input type="checkbox"/>	Vías modernas <input type="checkbox"/>	Seguridad <input type="checkbox"/>	Caminar/Montar en Bicicleta <input type="checkbox"/>

Comentario(s):

3 ¿Qué opina?

Responda cada pregunta siguiendo una escala del 1 to 5.

1 = Menor/
Para nada

5 = Mayor/
Mucho

A Preguntas Generales	Las vías del Condado Yancey son buenas .	1 2 3 4 5	Las vías del Condado Yancey son seguras .		1 2 3 4 5
	Las vías del Condado Yancey son congestionadas .	1 2 3 4 5	Es fácil trasladarse por el Condado Yancey sin auto.		1 2 3 4 5

B Preguntas sobre vías	Se necesitan mejoras viales, incluso si generan impactos inevitables.	1 2 3 4 5	Estoy dispuesto a vivir con tránsito durante las horas pico.		1 2 3 4 5
			Estoy a favor de ampliar las vías en el Condado Yancey para satisfacer las demandas de tránsito.		1 2 3 4 5

C Preguntas sobre peatones	Deberíamos tener más aceras, senderos de usos múltiples/greenways y cruces para trasladarse con seguridad por el Condado Yancey.	1 2 3 4 5	Apoyo el financiamiento de mejoras enfocadas en peatones, más que la ampliación de las vías.		1 2 3 4 5
			Me trasladaría más a pie si las aceras o senderos de usos múltiples (greenways) conectaran con escuelas, tiendas, centros comerciales, vecindarios, etc.		1 2 3 4 5





D Preguntas sobre bicicletas	Me trasladaría más en bicicleta si existieran carriles o un acotamiento amplio y pavimentado.	1 2 3 4 5	Preferiría montar bicicleta en una ciclo vía o sendero de usos múltiples (greenways) en vez de montar sobre la vía (acotamientos pavimentados o carril para bicicletas).		1 2 3 4 5
			Me trasladaría más en bicicleta si las ciclo vías o senderos de usos múltiples (greenways) conectaran con escuelas, tiendas, centros comerciales, vecindarios, etc.		1 2 3 4 5

E Preguntas sobre transporte público	Es probable que utilice el transporte público.	1 2 3 4 5	El Condado Yancey debería expandir las rutas de transporte público, las paradas y el horario de servicio.		1 2 3 4 5
	Apoyo ampliar los servicios de transporte público antes de ampliar las vías (añadir carriles).	1 2 3 4 5			

Comentario(s):

Más información en la página de atrás.

Para obtener más información sobre el plan, incluyendo mapas, datos y análisis, visite tinyurl.com/Yancey-County-CTP

Plan Integral de Transporte del Condado Yancey

Encuesta

Página 2

4 ¿Dónde están sus inquietudes?

Comparta con nosotros **en qué parte** del condado existen problemas o soluciones potenciales relacionados con el transporte.
Por favor, trate de limitar a 3 problemas. *Agregue hojas adicionales si es necesario.*

<p>Ubicación:</p> <p>Qué modalidad: Auto Peatón Bicicleta Transporte público Otro: ____</p> <p>Describa el problema/solución:</p>	<p>Ubicación:</p> <p>Qué modalidad: Auto Peatón Bicicleta Transporte público Otro: ____</p> <p>Describa el problema/solución:</p>	<p>Ubicación:</p> <p>Qué modalidad: Auto Peatón Bicicleta Transporte público Otro: ____</p> <p>Describa el problema/solución:</p>
--	--	--

Si tiene más de 3 inquietudes o desea escribir más y no tiene suficiente espacio, por favor agregue otra hoja.

5 ¡Cuéntenos sobre usted!

Estas respuestas son **opcionales**.
 Si no desea responder a una pregunta, por favor **no las llenen**.

A Preguntas Generales	¿En qué ciudad/poblado/código postal vive usted? <input style="width: 100%;" type="text"/>	
	¿En qué ciudad/poblado/código postal trabaja usted? <input style="width: 100%;" type="text"/>	
B Edad Circule UNA Respuesta	¿Cuál es su edad? <i>*OPCIONAL*</i>	17 o menor 18-24 25-34 35-44 45-54 55-64 65 o mayor
C Ascendencia Circule todas las que apliquen	¿Cuál es su raza, origen étnico y/o ascendencia? <i>*OPCIONAL*</i>	Blanco Afroamericano Hispano/Latino Nativo Americano Asiático Otro: <input style="width: 100%;" type="text"/>
D Propiedad Circule UNA Respuesta	Tiene una propiedad en el condado de Yancey? <i>*OPCIONAL*</i>	Yes No

Comentario(s):




6 He terminado. ¿Qué debo hacer?

Primero, asegúrese de que ha respondido todas las preguntas.
 Por favor envíe su respuesta por el **Viernes, 14 de agosto de 2020**.

7 ¡Manténgase informado sobre el plan!

Anote su dirección de email abajo (opcional):

¡Gracias por su tiempo y comentarios!

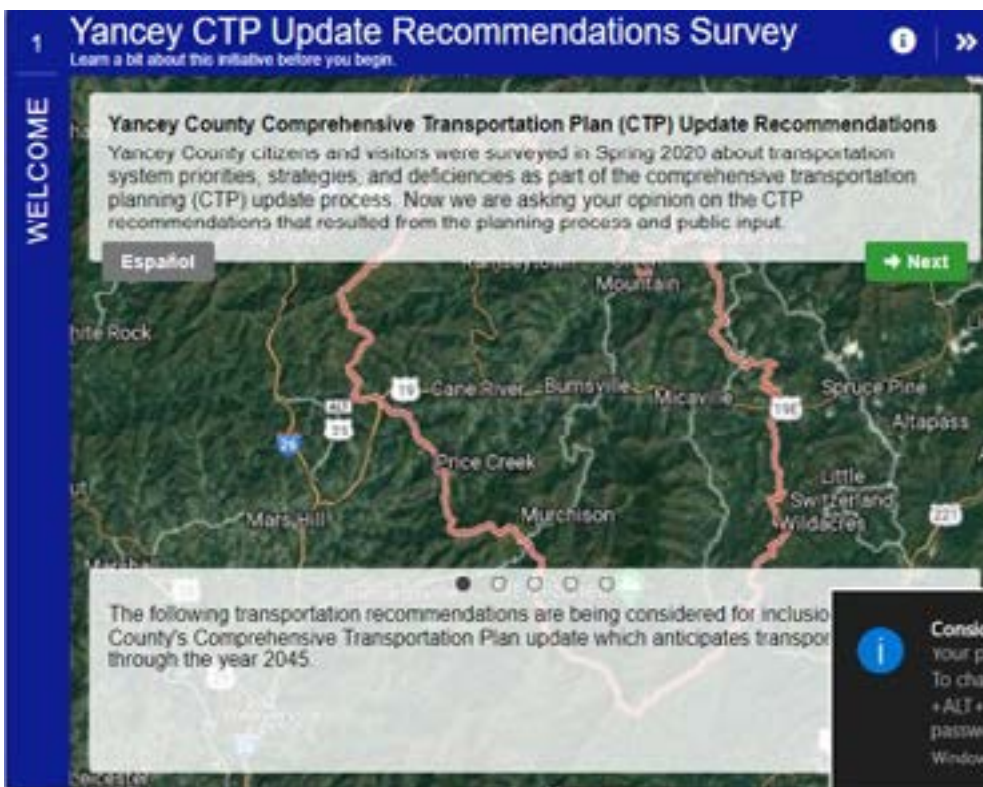




Public Involvement Opportunity

In addition to the initial CTP Survey, another survey was released April 1-30, 2021, near the end of the CTP process asking for input on the draft recommendations from the Yancey County CTP Steering Committee. While normally multiple workshops would be held at this time, it seemed more feasible to pursue the option of an online survey due to complications with COVID-19 during this public involvement phase. Email lists from the goals and objectives survey, social media, and the CTP Steering Committee all played a big part in outreach for this survey. In addition to the online survey, the CTP Draft Recommendations and maps were made available at the Burnsville Town Center for public review and comment from April 12-16, 2021. In total, there were 102 participants that provided feedback. The online survey and public comment forms at the Burnsville Town Center were available in English and Spanish.

Public Involvement Survey Results


Involvement Draft Recommendations Survey Questions:



2 US & NC Routes Recommendations

Choose your top projects

US & NC Routes Recommendations




- Zoom in and click on the colored boxes.
- Vote if you think the project is needed or not.
- Leave any comments you may have. This page includes road corridors (some with bicycle accommodations), intersection projects and park and ride lots.

Consider your page... To char... +ALT +E... passwo... Windows

3 Bicycle and Greenway Recommendations

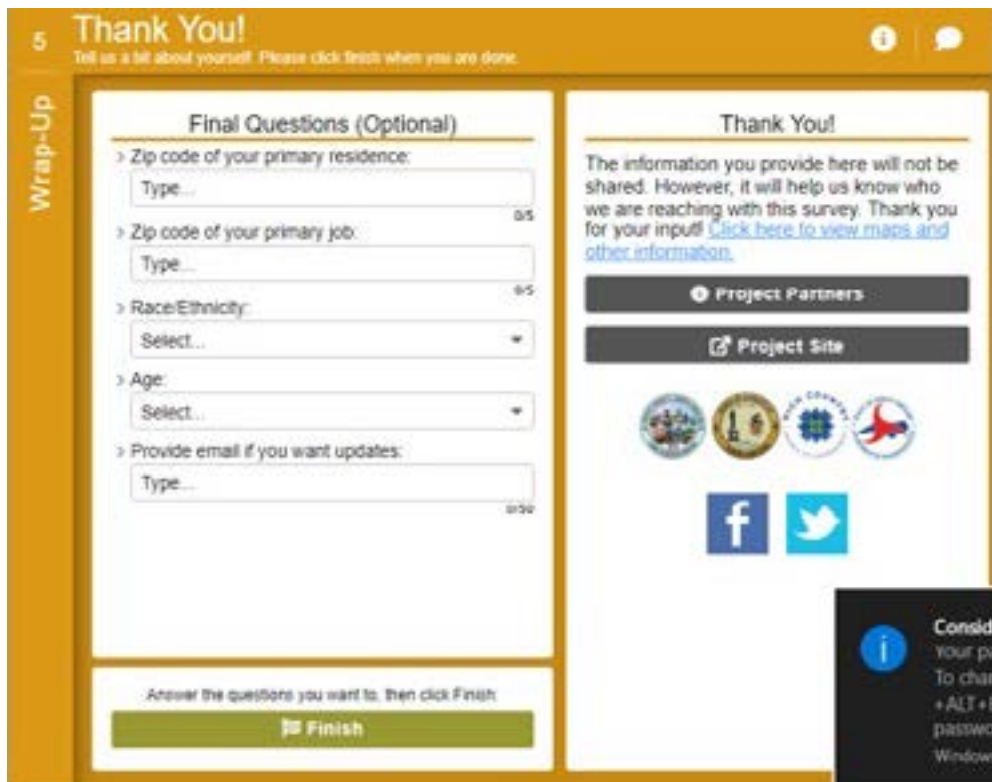
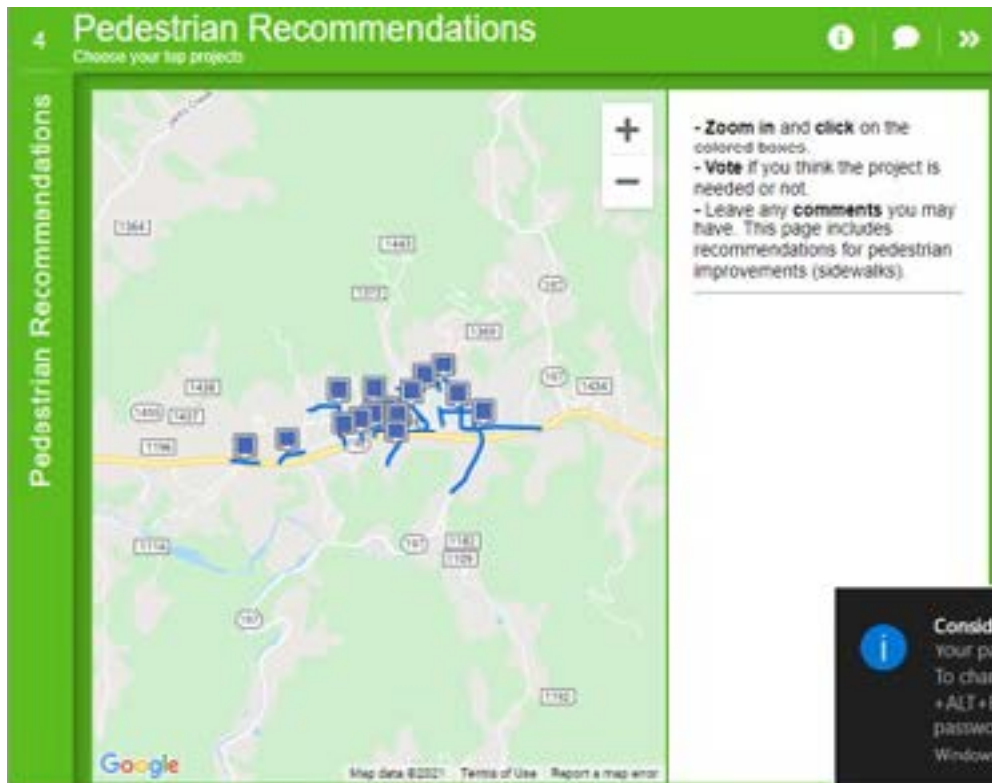
Choose your top projects

Independent Bicycle and Greenway Recommendations



- Zoom in and click on the colored boxes.
- Vote if you think the project is needed or not.
- Leave any comments you may have. This page includes independent bicycle and greenway recommendations.

Consider your page... To char... +ALT +E... passwo... Windows



Yancey County Draft Recommendations Survey Results

Total of 101 Participants

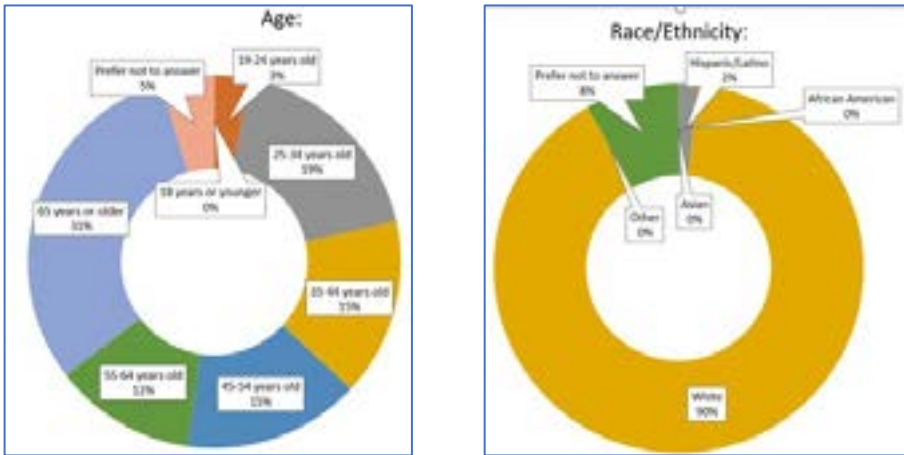


Figure 12 shows the number of votes each recommendation received. The Yancey County CTP Steering Committee met on May 5, 2021 to review the public input and develop the final CTP recommendations.

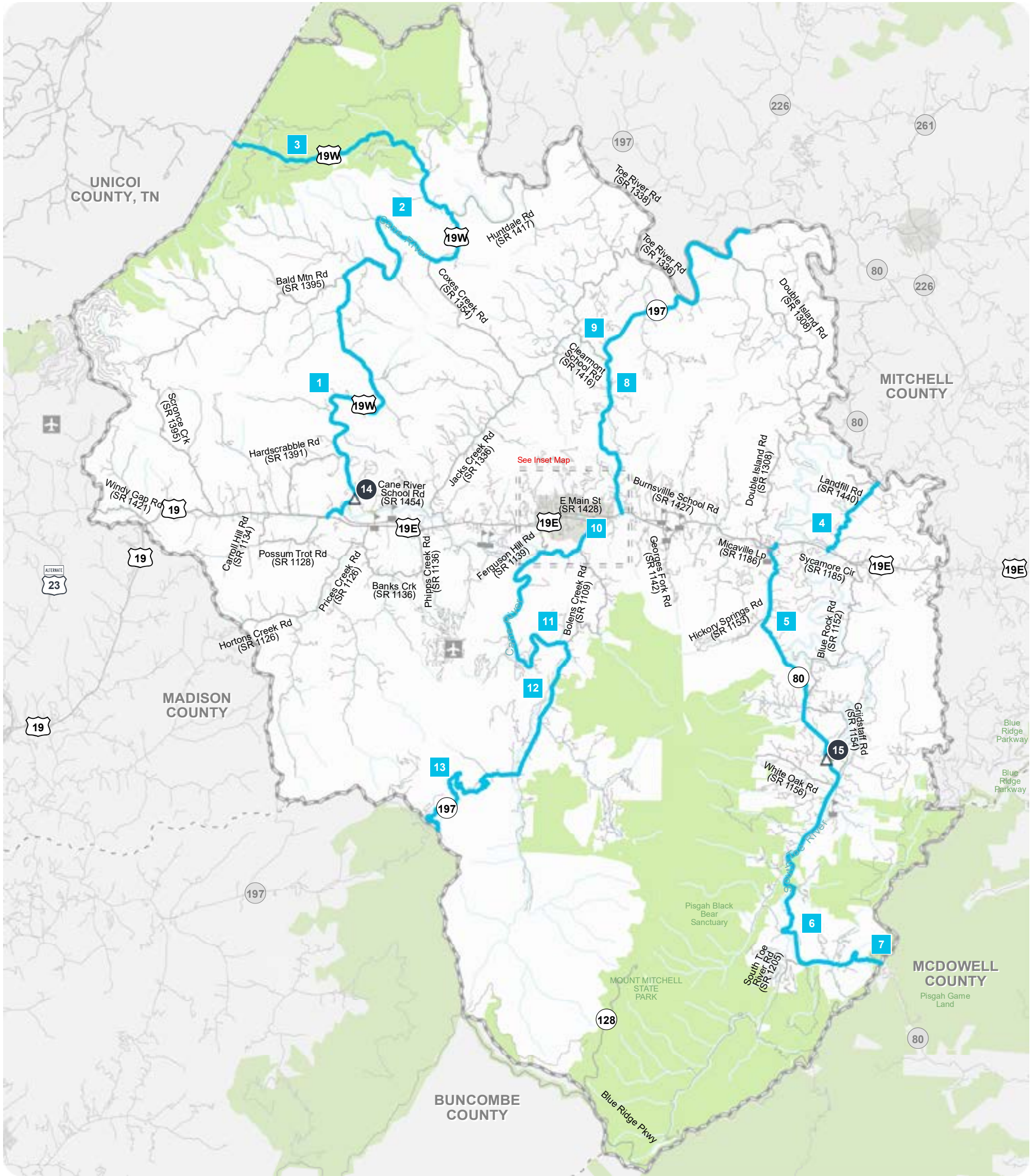


Figure 12
**US and NC ROUTES
 RECOMMENDATIONS**
 Public Survey Input Summary



YANCEY COUNTY

Comprehensive Transportation Plan

Plan Date: April 27, 2021

Highway Features

	Proposal ID #	Improve	New Location
Congestion / Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development)	#		
Interchange	#		
Bridge / Overpass	#		
Intersection	#		
Studied Roads			
High Country RPO			



Full report at:
<https://tinyurl.com/Yancey-County-CTP>



Sheet 1 of 3

Base map date: November 05, 2019

Legal Disclaimer

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

Figure 12
**BICYCLE / PEDESTRIAN
 RECOMMENDATIONS**
 Public Survey Input Summary



YANCEY COUNTY
TOWN OF BURNSVILLE INSET
 Comprehensive Transportation Plan
 Bicycle and Pedestrian Features

	Proposal ID #	Existing	Proposed
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		

Other Features

Studied Roads



Full report at:
<https://tinyurl.com/Yancey-County-CTP>

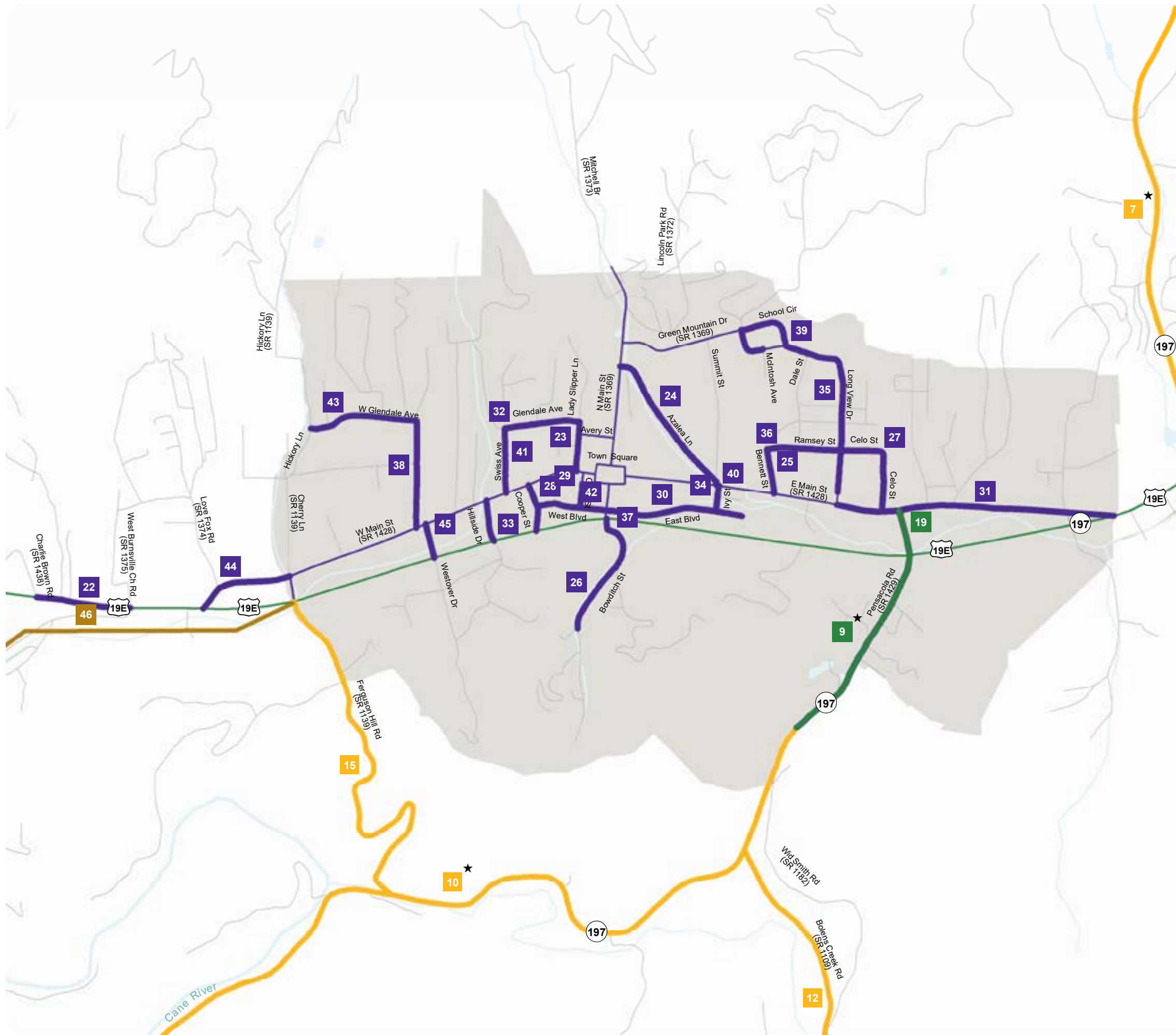


Sheet 3 of 3
 Inset

Base map date: November 05, 2019

Legal Disclaimer

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.



Plan Date: February 15, 2021

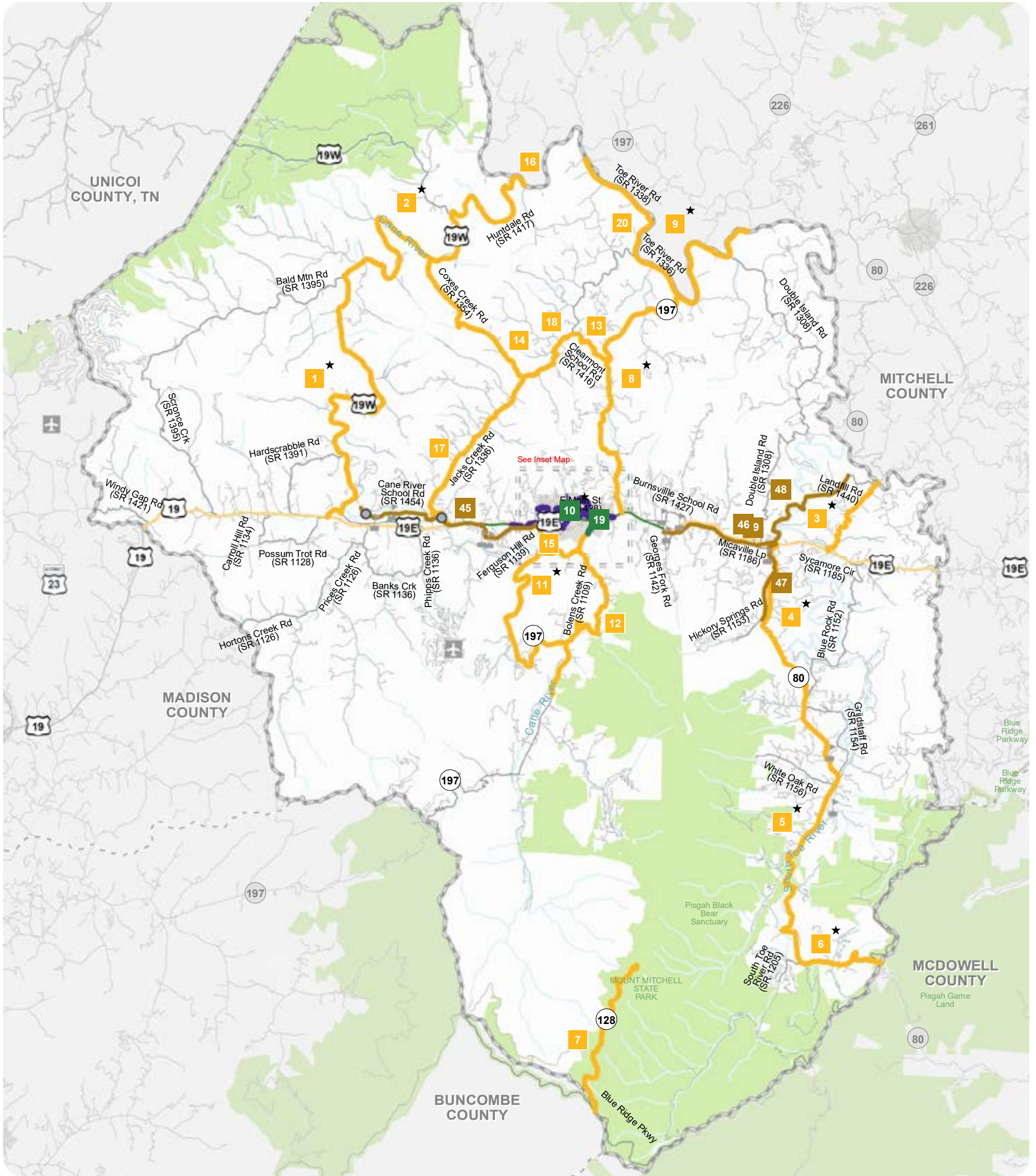




Figure 12
BICYCLE / PEDESTRIAN RECOMMENDATIONS
 Public Survey Input Summary




YANCEY COUNTY
 Comprehensive Transportation Plan
 Plan Date: May 03, 2021

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Proposed
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		
Other Features			
			Studied Roads
			High Country RPO

Full report at:
<https://tinyurl.com/Yancey-County-CTP>



Sheet 3 of 3

Base map date: November 05, 2019

Legal Disclaimer
 These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

WE WANT YOUR INPUT! ¡QUEREMOS TU OPINIÓN!

Please take a quick survey to share your thoughts on Yancey County's future transportation system project proposals online from April 1-30 at the link below or by dropping by Burnsville Town Center April 12-16 to view maps and fill out a comment form.

<http://metroquestsurvey.com/dw27o>

Tome una encuesta rápida para compartir sus pensamientos sobre las propuestas de proyectos futuros del sistema de transporte del condado de Yancey en línea del 1 al 30 de abril en el link abajo o visitando el Burnsville Town Center del 12 al 16 de abril para ver mapas y completar un formulario de comentarios.

<http://metroquestsurvey.com/4t56>



STIP PROJECTS AND UNADDRESSED DEFICIENCIES

This section presents project proposals for each mode of transportation in the Yancey County CTP.

NCDOT adopted a **"Complete Streets"** policy in July 2009 and updated the policy in 2019. The policy directs the department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. Under this policy, the department will collaborate with cities, towns and communities during the planning and design phases of projects. Together, they will decide how to provide the transportation options needed to serve the community and complement the context of the area. The benefits of this approach include:

- **making it easier for travelers to get to their destinations;**
- **encouraging the use of alternative forms of transportation;**
- **building more sustainable communities;**
- **increasing connectivity between neighborhoods, streets and transit systems;**
- **improving safety for pedestrians, cyclists and motorists.**

Complete streets are streets designed to be safe and comfortable for all users, including pedestrians, bicyclists, transit riders, motorists and individuals of all ages and capabilities. These streets generally include sidewalks, appropriate bicycle facilities, transit stops, right-sized street widths and context-based traffic speeds. These streets are well-integrated with surrounding land uses. The complete street policy and concepts were used in the development of the CTP. The CTP proposes projects that include multi-modal project proposals as documented in the project sheets within this section. Refer to the project sheets for recommended cross sections for all project proposals and refer to the NCDOT Cross sections for more detailed information on the typical sections.

STIP Projects

As discussed in the Highway Analysis section, the capacity deficiency analysis of the highway element of the CTP, the annual average daily traffic (AADT) in 2018 and the projected vehicles per day (vpd) in 2045 were compared to the 2018 Level of Service (LOS) D capacity for each facility. The future year analysis assumed that projects listed in the 2020-2029 State Transportation Improvement Program (STIP) were built. These projects include:

- **R-2519 – Widen U.S. 19E to multi-lanes from Jacks Creek Road (SR 1336) to multi-lanes west of Spruce Pine (includes B-3268) – Considered completed for the CTP.**
- **TA-6723 – Yancey County Transit Facility – Construction Year 2022 – Local funding provided by Yancey County. Location is still to be determined.**

Unaddressed Deficiencies

During the process of the CTP, the roads were studied to identify deficiencies. Some of these deficiencies have physical or environmental restrictions that make them unfeasible to propose a project. The following deficiencies were identified during the development of the CTP, but they remain unaddressed by projects:

There was only one road that is expected to be over capacity by 2045, East Main Street (SR 1428) between Pensacola Road (SR 1429) and Town Square. West Main Street (SR 1428) between Town Square and Ferguson Hill Road (SR 1139) is expected to be approaching capacity. No recommendations to increase capacity were made. Exceeding the speed limit along this facility was mentioned often in Yancey County CTP survey comments. The majority of traffic along this facility is due to destinations in the Burnsville town center. Slower speeds, parking, and business access are considered more important than increasing capacity. Through traffic has U.S. 19E as an alternative route.

PROJECT SHEETS

The following pages contain project sheets for each highway recommendation. The information provided in the problem statement is intended to help support decisions made in the NEPA/SEPA process. At this time there are no project sheets of Public Transportation, Bicycle, or Pedestrian recommendations. Information on project recommendations for these modes can be found in Chapter 3 in the CTP Project Recommendations List.

[U.S. 19W \(from U.S. 19E to Little Creek Rd \(SR 1411\)\)](#)

[U.S. 19W \(from Little Creek Rd \(SR 1411\) to Hunt Dale Rd \(SR 1417\)\)](#)

[U.S. 19W \(from Hunt Dale Rd \(SR 1417\) to Tennessee State line\)](#)

[N.C. 80 \(from U.S. 19E to Mitchell County line\)](#)

[N.C. 80 \(from U.S. 19E to Seven Mile Ridge Rd \(SR 1167\)\)](#)

[N.C. 80 \(from Seven Mile Ridge Rd \(SR 1167\) to South Toe River Rd \(SR 1205\)\)](#)

[N.C. 80 \(from South Toe River Rd \(SR 1205\) to McDowell County line\)](#)

[N.C. 197 \(from U.S. 19E to Clearmont School Rd \(SR 1416\)\)](#)

[N.C. 197 \(from Clearmont School Rd \(SR 1416\) to N.C. 226 \(Mitchell Co\)\)](#)

[N.C. 197 / Pensacola Rd \(from U.S. 19E to Blue Ridge Ln\)](#)

[N.C. 197 \(from Blue Ridge Ln to Cattail Creek Rd \(SR 1102\)\)](#)

[N.C. 197 \(from Cattail Creek Rd \(SR 1102\) to Ewart Wilson Rd \(SR 1100\)\)](#)

[N.C. 197 \(from Ewart Wilson Rd \(SR 1100\) to Buncombe County line\)](#)

US 19 W

From US 19E to Little Creek Rd (SR 1411)

Local ID: YANC20001-HB

Purpose: Facility Deficiencies

Improvement: Improve Existing

Identified Need

This Major Collector has 9-10-foot lanes with trucks composing 5% of daily traffic. 2014-2018 crash data shows 6 crashes in this section. It provides linkage to key destinations e.g. the Cane River Park and the Appalachian Trail. It is also a popular cycling route.

Recommendation

Modernize to 12-ft lanes with 5-ft paved shoulders.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Estimated Cost	-
Length (miles)	9.24
Existing ROW (feet)	60
Safety Risk Score	11-89

Proposal Data: 2018 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
<i>Travel Lanes</i>	2	2	2
<i>Volume (vpd)</i>	700-1800	720-2300	720-2300
<i>Capacity (vpd)</i>	10100-10700	10100-10400	12100

Capacity Data: Year

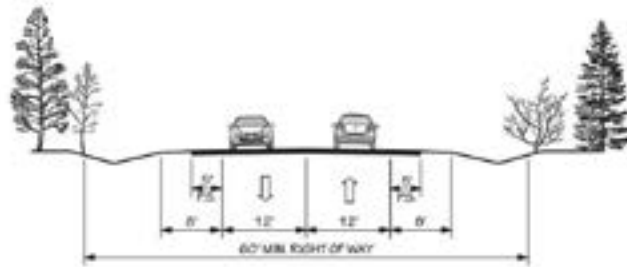
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



Typical Section Options:

None

TYPICAL SECTION No. 2A
2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project History/Linkage to Other Plans

This project was not included in the 2008 Yancey County CTP. This route is identified in the 2014 High Country Bicycle Plan as needing improvement to support cyclists.

CTP Goal Analysis

The Vision Statement for this CTP is Yancey County has a safe and accessible multi-modal transportation system that connects its residents and visitors to key destinations within the county and regionally where an emphasis is placed on alternative modes. This project provides multi-modal access to key destinations e.g. Cane River Park.

Potential Impacts

Based on planning level environmental assessment using available GIS data, the project has the potential to impact Appalachian elktoe, the French Broad river basin, and Mesic hardwood and mixed forests are in the area. There is 25.1-50% of population along US 19W that is at poverty level.

Other Information

Average annual daily traffic (AADT) volumes range from 700-1800 vehicles per day (vpd) in 2018 and are projected to reach 950-2300 vpd by 2045.

During the CTP development, the intersection of US 19W and Whittington Road (SR 1379) was identified as having sight distance issues.

There are 2 structurally deficient bridges along this section (Bridge #12 over Bold Creek and #55 over Cane River).

The portion of US 19W near US 19E is considered a high growth area.

Multi-Modal Considerations

Paved shoulders to accommodate bicycles are recommended.

CTP Public Survey Comments Received

Public comments from CTP survey about 19W:

- People drive over the line all the time, especially big trucks. Drive too fast for the conditions.
- Primary secondary road needs widening or wider shoulders.
- Add a bike lane to US 19W.
- US 19W is a highly used and popular cycling route. A wider shoulder would significantly improve safety.
- Addition of pull-offs or picnicking opportunities would make for enjoyment of natural beauty.
- Need bus routes and stops.
- People race on straight area and cross over the lines. US 19W has become very hazardous.
- Folks like to walk and run in the mornings and evenings down Cane River on US 19W.
- US 19W is a beautiful and popular route for cyclists, but in the southern part of this road, near Cane River, the traffic can be fast and there isn't an adequate bike lane.
- Cane River Road/US 19W is a highly used bikeway but is extremely dangerous for bicycle users.
- US 19W and Jacks Creek Rd are very popular cycling routes, a wider shoulder on these and other roads would significantly improve safety.
- Bridge needs major work on US 19W over Cane River north of Piney Hill Rd (SR 1385).

US 19 W

From Little Creek Rd (SR 1411) to
Huntdale Rd (SR 1417)

Local ID: YANC20002-HB

Purpose: Facility Deficiencies

Improvement: Improve Existing

Identified Need

This Major Collector has 9-foot lanes with trucks composing 5% of the daily traffic, and it is a popular cyclist route. Drivers unfamiliar with the area drive this facility as a scenic route to the Cherokee National Forest and Appalachian Trail.

Recommendation

Modernize to 12-ft lanes with 5-ft paved shoulders.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Estimated Cost	-
Length (miles)	5.93
Existing ROW (feet)	40-60
Safety Risk Score	11-44

Proposal Data: 2018 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
<i>Travel Lanes</i>	2	2	2
<i>Volume (vpd)</i>	200-700	210-720	210-720
<i>Capacity (vpd)</i>	10100	10100	12100

Capacity Data: Year

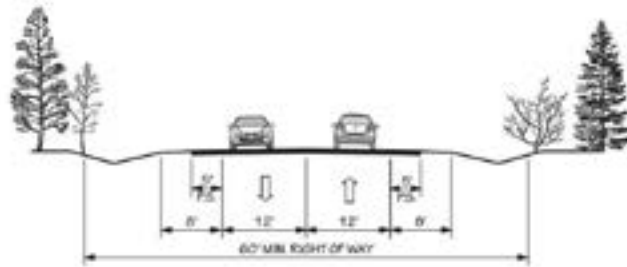
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



Typical Section Options:

None

TYPICAL SECTION No. 2A
2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project History/Linkage to Other Plans

This project was not included in the 2008 Yancey County CTP. In the 2014 High Country Bike Plan this route's importance to the cycling community was noted, and it was recommended to have 2-ft paved shoulders to support cyclists. The 2019 Yancey Economic Development Plan includes a goal to improve bicycle and pedestrian transportation infrastructure and to advocate for the improvements identified in the High Country Bike Plan.

CTP Goal Analysis

The Vision Statement for this CTP is Yancey County has a safe and accessible multi-modal transportation system that connects its residents and visitors to key destinations within the county and regionally where an emphasis is placed on alternative modes. This project provides multi-modal access to key destinations e.g. the Appalachian Trail.

Potential Impacts

Based on planning level environmental assessment using available GIS data, the project has the potential to impact Appalachian elktoe and Mesic hardwood and mixed forests. There is 25.1-50% of population along US 19W that is at poverty level.

Other Information

Functionally Obsolete bridge #98 over Bolens Creek is in this section.

Multi-Modal Considerations

Paved Shoulders to accommodate bicycles are recommended.

CTP Public Survey Comments Received

Public comments from CTP survey about 19W:

- People drive over the line all the time, especially big trucks. Drive too fast for the conditions.
- Primary secondary road needs widening or wider shoulders.
- US 19W is a highly used and popular cycling route. A wider shoulder would significantly improve safety.
- Addition of pull-offs or picnicking opportunities would make for enjoyment of natural beauty.
- Need bus routes and stops.
- People race on straight area and cross over the lines. US 19W has become very hazardous.
- Folks like to walk and run in the mornings and evenings down Cane River on US 19W. It is dangerous especially at blind curves.
- US 19W is a beautiful and popular route for cyclists, but in the southern part of this road, near Cane River, the traffic can be fast and there isn't an adequate bike lane.
- Cane River Road/US 19W is a highly used bikeway but is extremely dangerous for bicycle users.
- US 19W and Jacks Creek Rd are very popular cycling routes, a wider should on these and other roads would significantly improve safety.

US 19 W

From Hunt Dale Rd (SR 1417) to Tennessee State line

Local ID: YANC20003-H

Purpose: Facility Deficiencies

Improvement: Improve Existing

Identified Need

Drivers unfamiliar with the area drive this facility as a scenic route to Tennessee, the Cherokee National Forest, and the Appalachian Trail. It currently has 8-foot lanes with trucks making up 5% of the daily traffic.

Recommendation

Modernize to 11-ft lanes with 4-ft paved shoulders.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 B
Section Options	-
Estimated Cost	-
Length (miles)	6.88
Existing ROW (feet)	40
Safety Risk Score	78

Proposal Data: 2018 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
<i>Travel Lanes</i>	2	2	2
<i>Volume (vpd)</i>	90-250	110-260	110-260
<i>Capacity (vpd)</i>	9800	9800	1200-12100

Capacity Data: Year

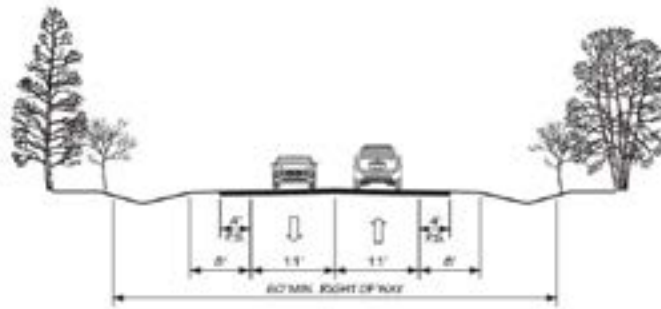
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



Typical Section Options:

None

TYPICAL SECTION No. 2B
2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project History/Linkage to Other Plans

The 2014 High Country Bicycle Plan recommends paved shoulders along US 19W to accommodate cyclists, but the Yancey County CTP Steering Committee felt the traffic volumes were low in this section (90-250 vehicles per day) and that most cyclists turn onto Hunt Dale Rd to make a loop versus cycling to Tennessee.

CTP Goal Analysis

The Vision Statement for this CTP is Yancey County has a safe and accessible multi-modal transportation system that connects its residents and visitors to key destinations within the county and regionally where an emphasis is placed on alternative modes. This project provides multi-modal access to key destinations e.g. the Appalachian Trail.

Potential Impacts

Based on planning level environmental assessment using available GIS data, there is potential impacts to the following natural environment elements in the area: Big Creek, Appalachian elktoe, Mesic hardwood and mixed forests, and the Flattop Mountain natural area on the northside of US 19W, US 19W goes through Cherokee National Forest and crosses 2 geological fault lines. High quality water areas are also located in this area.

Other Information

None

Multi-Modal Considerations

None

CTP Public Survey Comments Received

Public comments from CTP survey about 19W:

- People drive over the line all the time, especially big trucks. Drive too fast for the conditions.

- Primary secondary road needs widening or wider shoulders.
- Addition of pull-offs or picnicking opportunities would make for enjoyment of natural beauty.
- Modernization of NC 80, NC 197 and US 19W will help to connect more remote sections of the county to US 19E.

NC 80

From US 19E to Mitchell County line

Local ID: YANC30004-HB

Purpose: Facility Deficiencies

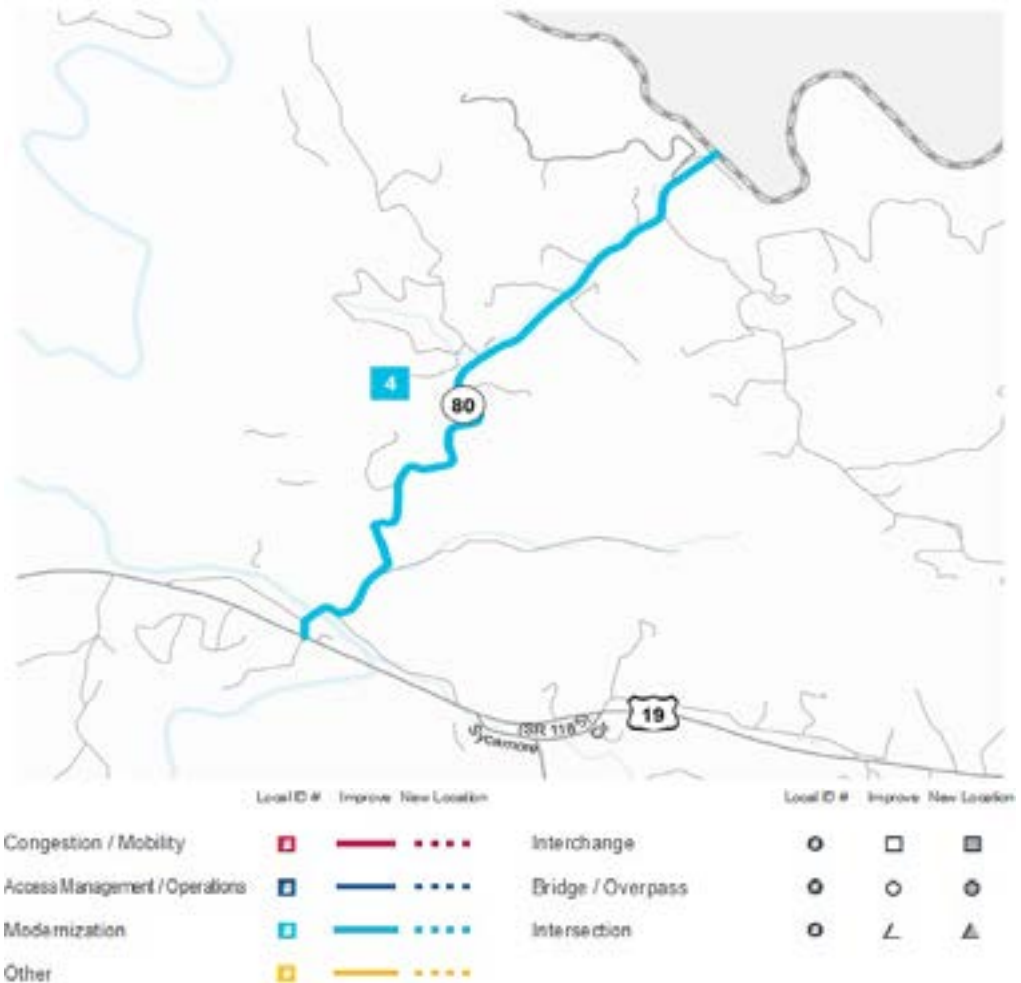
Improvement: Improve Existing

Identified Need

This Major Collector has 9-ft lanes with no shoulder and 4% truck traffic. It provides access to Mayland Earth to Sky Park, Dark Sky Observatory, the Newdale Fire Department, a Solid Waste Transfer Station, and Mitchell County. This facility is popular with recreational cyclists.

Recommendation

Modernize to 12-ft lanes with 5-ft paved shoulders.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Estimated Cost	-
Length (miles)	2.31
Existing ROW (feet)	60
Safety Risk Score	33-78

Proposal Data: 2018 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
<i>Travel Lanes</i>	2	2	2
<i>Volume (vpd)</i>	550-1100	600-1200	600-1200
<i>Capacity (vpd)</i>	10000-11000	10000-11000	12100

Capacity Data: Year

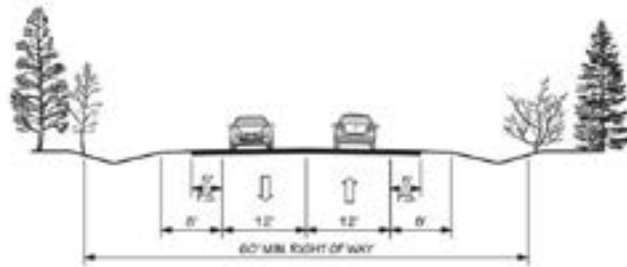
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



Typical Section Options:

None

TYPICAL SECTION No. 2A
2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project History/Linkage to Other Plans

This project was not part of the 2008 Yancey County CTP. The 2014 High Country Bicycle Plan recommends paved shoulders along NC 80 to accommodate cyclists. The 2019 Mitchell County CTP also recommends paved shoulders along NC 80 to accommodate cyclists.

CTP Goal Analysis

The Vision Statement for this CTP is Yancey County has a safe and accessible multi-modal transportation system that connects its residents and visitors to key destinations within the county and regionally where an emphasis is placed on alternative modes. This project provides multi-modal access to regional connectivity and key destinations: Mayland Earth to Sky Park, Dark Sky Observatory. The future location of the Glen and Carol Arthur Planetarium and the Paul and Susan O'Connell Conference Center that will have an aquaponics and hydroponics facility, visitors center, micro-propagation lab, and garden trails will also be located off NC 80.

Potential Impacts

Based on planning level environmental assessment using available GIS data, the project has the potential to impact the Appalachian elktoe in the area, Wolf Branch stream, Mine Branch stream, and the Cherokee National Forest.

It is part of the Highlands of the Roan Scenic Byway. There is 25.1-50% of population along NC 80N that is at poverty level.

Other Information

A significant amount of heavy truck traffic uses this facility on a daily basis due to the Republic Services Mitcey Transfer Station that serves Yancey County and Mitchell County being located off Landfill Road which is accessed from NC 80. Tourists also use this facility to access the Bare Dark Sky Observatory and Mayland Earth to Sky Park.

Multi-Modal Considerations

Paved Shoulders to accommodate bicycles are recommended.

CTP Public Survey Comments Received

Public comments from CTP survey about NC 80:

- Around 9 comments on NC 80 north of US 19E requesting bicycle accommodations.
- Modernization of NC 80 will help to connect more remote sections of the county to US 19E.
- NC 80 needs to be made safer. Wider and better shoulders.
- Semi-trucks on this road take up both lanes when maneuvering around curves. It is unsafe for pedestrians, cyclists, and automobiles.
- Sidewalks on NC 80 north of US 19E.

NC 80

From US 19E to Seven Mile Ridge Rd (SR 1167)

Local ID: YANC30005-HB

Purpose: Facility Deficiencies

Improvement: Improve Existing

Identified Need

This functionally classified Major Collector has narrow 10-foot lanes with no paved shoulders. It links Yancey County to McDowell County and the Blue Ridge Parkway. Truck traffic is 3% of daily vehicle traffic. The majority of access to Mount Mitchell State Park lands is currently via NC 80.

Recommendation

Modernize to 12-ft lanes with 5-ft paved shoulders.



Congestion / Mobility	Local ID #	Improve	New Location	Interchange	Local ID #	Improve	New Location
Access Management / Operations	Local ID #	Improve	New Location	Bridge / Overpass	Local ID #	Improve	New Location
Modernization	Local ID #	Improve	New Location	Intersection	Local ID #	Improve	New Location
Other	Local ID #	Improve	New Location		Local ID #	Improve	New Location

Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Estimated Cost	-
Length (miles)	6.31
Existing ROW (feet)	60
Safety Risk Score	45-89

Proposal Data: 2018 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	1800-3500	2000-3600	2000-3600
Capacity (vpd)	10400-13600	10400-13600	12100-14600

Capacity Data: Year

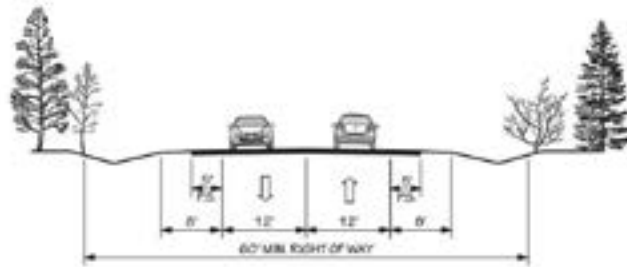
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



Typical Section Options:

None

TYPICAL SECTION No. 2A
2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project History/Linkage to Other Plans

The need to support cyclists was identified in the 2008 Yancey County CTP, and the 2014 High Country Bicycle Plan recommended 4-ft paved shoulders to accommodate cyclists.

CTP Goal Analysis

The Vision Statement for this CTP is Yancey County has a safe and accessible multi-modal transportation system that connects its residents and visitors to key destinations within the county and regionally where an emphasis is placed on alternative modes. This project works toward a safer multi-modal transportation system that connects residents and visitors to key destinations e.g. Mount Mitchell State Park, Blue Ridge Parkway, Yancey County Toe River Campground, South Toe Volunteer Fire Department, Mount Mitchell trailheads, Mt Mitchell Golf Club, South Toe Fire Department, Micaville Elementary School, South Toe Elementary School, and Marion.

Potential Impacts

Based on planning level environmental assessment using available GIS data, the project has the potential to impact Ayles Creek, Low Elevation Montane and General Montane Dry-Mesic Hardwood and Mixed Forest and Wet-Mesic Hardwood and Mixed Forest, Celo Community Registered Heritage area, and Celo Community natural area.

25.1-50% of population along NC 80 is at poverty level.
 25.1-50% of population along NC 197 is age 65 and over.

Other Information

Part of Mount Mitchell Scenic Byway. Key destinations accessed from this facility include Mount Mitchell State Park, Blue Ridge Parkway, South Toe Volunteer Fire Department, Mt Mitchell Golf Club, South Toe Fire Department, and Marion. There are several campgrounds and RV parks along this facility which leads

to a significant number of campers, RVs, and trailers on it.

Multi-Modal Considerations

Paved shoulders to accommodate cyclists. A multi-use path paralleling NC 80 to Hickory Springs Road is also recommended.

CTP Public Survey Comments Received

Public comments from CTP survey about NC 80: Around 30 comments received about the need to accommodate cyclists on NC 80 S were received.

- NC 80S is heavily trafficked road that are narrow and have dangerous shoulders. Wider and better shoulders are needed.
- If Hwy 80 South is widened down to Hamrick and bike lane or bike path is installed, public health and safety in the South Toe Valley will be dramatically affected.
- Dangerous intersection of South Toe Elementary Rd and Hwy 80.
- Better shoulders, straighten, add left turn lanes.
- Make NC 80 more pedestrian friendly as well. Add a path beside the road.
- A greenway connecting Micaville to the Blue Ridge Parkway is needed.
- Need regularly scheduled public transportation to the South Toe region.

NC 80

From Seven Mile Ridge Rd (SR 1167) to South Toe River Rd (SR 1205)

Local ID: YANC30006-HB

Purpose: Facility Deficiencies

Improvement: Improve Existing

Identified Need

This functionally classified Major Collector has narrow 10-foot lanes with no paved shoulders. It links Yancey County to McDowell County and the Blue Ridge Parkway. Truck traffic is 3% of daily vehicle traffic. The majority of access to Mount Mitchell State Park lands is currently via NC 80.

Recommendation

Modernize to 12-ft lanes with 5-ft paved shoulders.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Estimated Cost	-
Length (miles)	5.55
Existing ROW (feet)	60
Safety Risk Score	11-78

Proposal Data:	2018 Base Year		2045 Future Year	
	Existing	Without Proposal	With Proposal	
Improved Route	Existing	Without Proposal	With Proposal	
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	
Travel Lanes	2	2	2	
Volume (vpd)	850-1800	1100-2300	1100-2300	
Capacity (vpd)	13600	13600	14600	

Capacity Data: Year

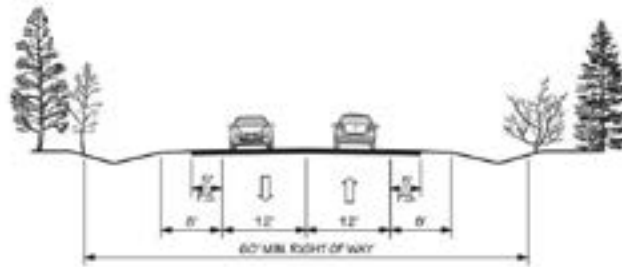
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



Typical Section Options:

None

TYPICAL SECTION No. 2A
2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project History/Linkage to Other Plans

The need to support cyclists was identified in the 2008 Yancey County CTP, and the 2014 High Country Bicycle Plan recommended 4-ft paved shoulders to accommodate cyclists.

CTP Goal Analysis

The Vision Statement for this CTP is Yancey County has a safe and accessible multi-modal transportation system that connects its residents and visitors to key destinations within the county and regionally where an emphasis is placed on alternative modes. This project works toward a safer multi-modal transportation system that connects residents and visitors to key destinations e.g. Mount Mitchell State Park, Blue Ridge Parkway, Yancey County Toe River Campground, South Toe Volunteer Fire Department, Mount Mitchell trailheads, Mt Mitchell Golf Club, South Toe Fire Department, Micaville Elementary School, South Toe Elementary School, and Marion.

Potential Impacts

Based on planning level environmental assessment using available GIS data, the project has the potential to impact South Toe River (303d Stream), Whiteoak Creek and Locust Creek and natural heritage element occurrences (animal).

25.1-50% of population along NC 80 is at poverty level.
 25.1-50% of population along NC 197 is age 65 and over.

Other Information

Intersection improvements to the NC 80 and South Toe Elementary School Road intersection was noted during the CTP study.

This facility is part of the Mount Mitchell Scenic Drive. There are several campgrounds and RV parks along this facility which leads to a significant number of campers, RVs, and trailers on it.

Multi-Modal Considerations

Paved shoulders to accommodate cyclists

CTP Public Survey Comments Received

Public comments from CTP survey about NC 80: Around 30 comments received about the need to accommodate cyclists on NC 80 S were received.

- NC 80S sure could use bike lanes.
- If Hwy 80 South is widened down to Hamrick and bike lane or bike path is installed, public health and safety in the South Toe Valley will be dramatically affected.
- Dangerous intersection of South Toe Elementary Rd and Hwy 80.
- Better shoulders, straighten, add left turn lanes.
- Make NC 80 more pedestrian friendly as well. Add a path beside the road.
- A greenway connecting Micaville to the Blue Ridge Parkway is needed.
- Add a bike lane to NC 80S. It is the connector between the Blue Ridge Parkway and Micaville/Burnsville.
- Need regularly scheduled public transportation to the South Toe region.
- Need regularly scheduled public transportation to the South Toe region.

NC 80

From South Toe River Rd (SR 1205) to McDowell County line

Local ID: YANC30007-HB

Purpose: Facility Deficiencies

Improvement: Improve Existing

Identified Need

This functionally classified Major Collector has narrow 10-foot lanes with no paved shoulders. It links Yancey County to McDowell County and the Blue Ridge Parkway. Truck traffic is 3% of daily vehicle traffic. The majority of access to Mount Mitchell State Park lands is currently via NC 80.

Recommendation

Modernize to 12-ft lanes with 5-ft paved shoulders.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Estimated Cost	-
Length (miles)	2.22
Existing ROW (feet)	60
Safety Risk Score	33-78

Proposal Data: 2018 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
<i>Travel Lanes</i>	2	2	2
<i>Volume (vpd)</i>	450-850	620-1100	620-1100
<i>Capacity (vpd)</i>	10100-10400	10100-10400	12100

Capacity Data: Year

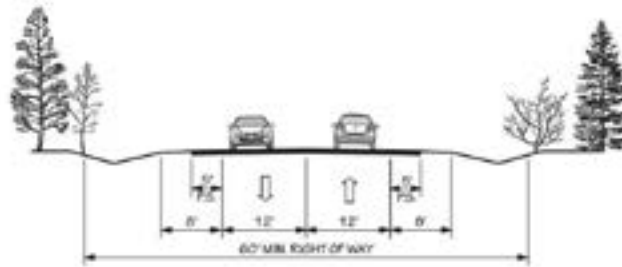
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



Typical Section Options:

None

TYPICAL SECTION No. 2A
2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project History/Linkage to Other Plans

The need to support cyclists was identified in the 2008 Yancey County CTP, and the 2014 High Country Bicycle Plan recommended 4-ft paved shoulders to accommodate cyclists.

CTP Goal Analysis

The Vision Statement for this CTP is Yancey County has a safe and accessible multi-modal transportation system that connects its residents and visitors to key destinations within the county and regionally where an emphasis is placed on alternative modes. This project works toward a safer multi-modal transportation system that connects residents and visitors to key destinations e.g. Mount Mitchell State Park, Blue Ridge Parkway, Yancey County Toe River Campground, South Toe Volunteer Fire Department, Mount Mitchell trailheads, Mt Mitchell Golf Club, South Toe Fire Department, Micaville Elementary School, South Toe Elementary School, and Marion.

Potential Impacts

Based on planning level environmental assessment using available GIS data, the project has the potential to impact FRB/South Toe River Aquatic habitat, Low Elevation Montane and General Montane Dry-Mesic Hardwood and Mixed Forest, Wet-Mesic Hardwood and Mixed Forest, Dry-Xeric Mixed Forests, Woodlands, and Barrens, South Toe River and tributaries, high quality waters and outstanding resources, Still Fork Creek, and wetlands.

25.1-50% of population along NC 80 is at poverty level.
 25.1-50% of population along NC 197 is age 65 and over.

Other Information

This facility is part of the Mount Mitchell Scenic Drive. There are several campgrounds and RV parks along this facility which leads to a significant number of campers, RVs, and trailers on it.

Multi-Modal Considerations

Paved shoulders to accommodate cyclists

CTP Public Survey Comments Received

Public comments from CTP survey about NC 80: Around 30 comments received about the need to accommodate cyclists on NC 80 S were received.

- NC 80S sure could use bike lanes.
- If Hwy 80 South is widened down to Hamrick and bike lane or bike path is installed, public health and safety in the South Toe Valley will be dramatically affected.
- Dangerous intersection of South Toe Elementary Rd and Hwy 80.
- Better shoulders, straighten, add left turn lanes.
- Make NC 80 more pedestrian friendly as well. Add a path beside the road.
- A greenway connecting Micaville to the Blue Ridge Parkway is needed.
- Need regularly scheduled public transportation to the South Toe region.
- Add a bike lane to NC 80S. It is the connector between the Blue Ridge Parkway and Micaville/Burnsville.

NC 197

From US 19E to Clearmont School Rd (SR 1416)

Local ID: YANC30008-HB

Purpose: Facility Deficiencies

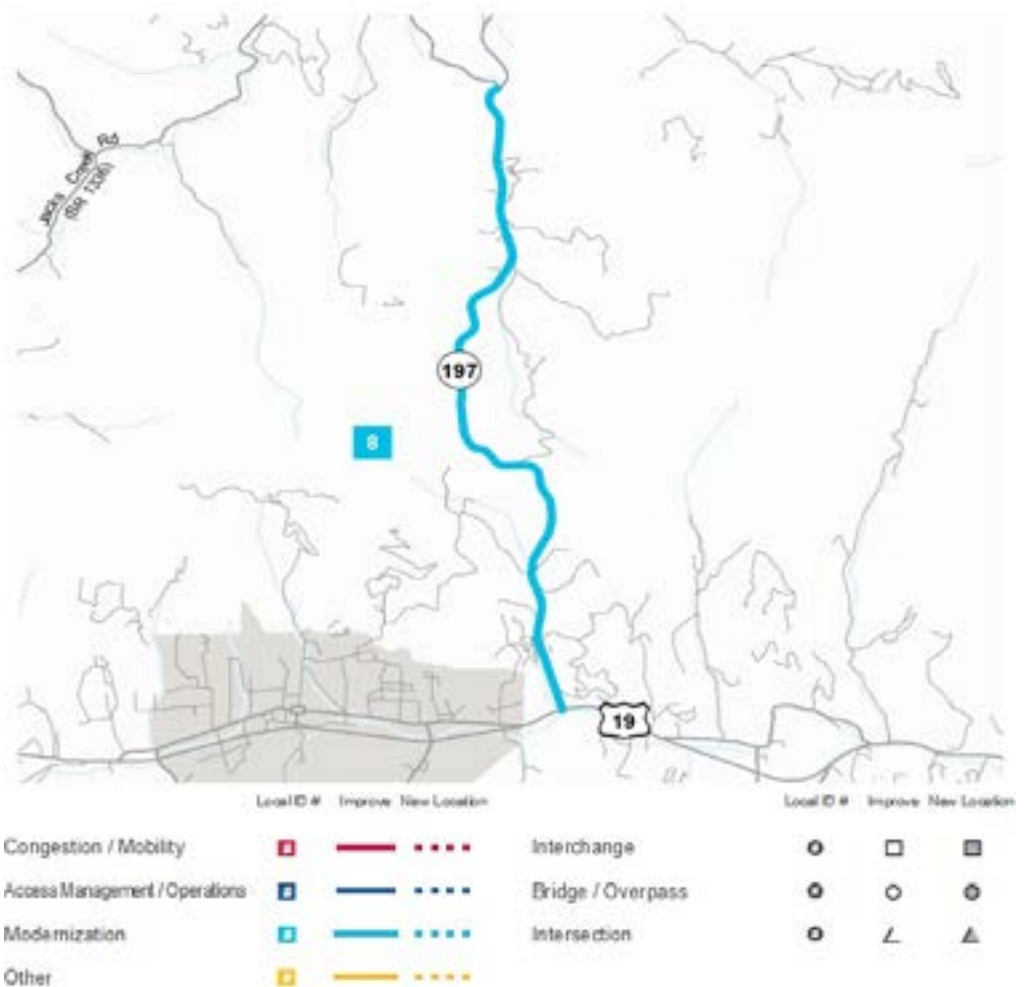
Improvement: Improve Existing

Identified Need

Functionally classified as a Major Collector this facility has 11-foot lanes with no paved shoulders. This facility links Yancey County and Mitchell County. It is popular with recreational cyclists. Truck traffic is 7% of daily vehicle traffic. Between 2014-2018, there were 6-8 total crashes.

Recommendation

Modernize to 12-ft lanes with 5-ft paved shoulders. Climbing lanes should be considered at steep grades to better minimize the impacts of truck traffic.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Estimated Cost	-
Length (miles)	3.96
Existing ROW (feet)	100
Safety Risk Score	44-100

Proposal Data: 2018 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
<i>Travel Lanes</i>	2	2	2
<i>Volume (vpd)</i>	2200-4000	3000-5500	3000-5500
<i>Capacity (vpd)</i>	10700-14600	10700-14600	12100-15100

Capacity Data: Year

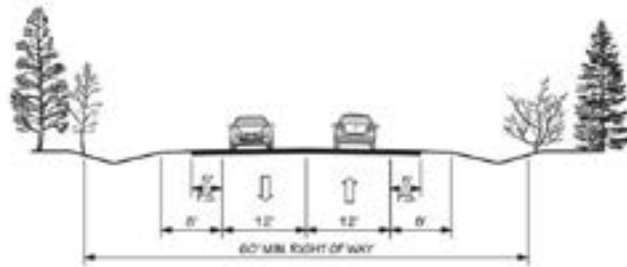
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



Typical Section Options:

None

TYPICAL SECTION No. 2A
2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project History/Linkage to Other Plans

This project was not included in the 2008 Yancey County CTP. This route was identified in the 2014 High Country Bicycle Plan as a recreational route, and 4-ft shoulders were recommended.

CTP Goal Analysis

The Vision Statement for this CTP is Yancey County has a safe and accessible multi-modal transportation system that connects its residents and visitors to key destinations within the county and regionally where an emphasis is placed on alternative modes. This project works toward a safer multi-modal transportation system that connects residents and visitors to key destinations e.g. Mitchell County, Clearmont Elementary School, and Unimin Corporation.

Potential Impacts

Based on planning level environmental assessment using available GIS data, the project has the potential to impact Ray Creek and French Broad River watershed. 15.1-25% of population along NC 197N is zero car households. 25.1-50% of population along NC 197 is age 65 and over.

Other Information

None

Multi-Modal Considerations

Paved shoulders to accommodate cyclists.

CTP Public Survey Comments Received

Public comments from CTP survey about NC 197:

- Modernization of NC 80, NC 197, and US 19W will help to connect more remote sections of the county to US 19E.

- NC 197N is heavily trafficked road that is narrow and has dangerous shoulders. Make wider with better shoulders.
- I feel that the posted speed limit (55 mph) on 197 is too high. There are many twists and turns, and frequently these turns have driveways. It is mostly farms, so often times there will be slow moving farm equipment utilizing the roadway, not to mention cyclists and jogger.
- No shoulder to pull over for emergency vehicles or if vehicle has a breakdown. Blind curves can cause fatal collision with bicyclists.
- Need wider road on NC 197.
- Scenic bike route.
- One of main routes going north needs bike lane or trail.
- Bus routes and stops on NC 197 and Whitson Branch Rd.
- Very dangerous spot to pull out from the dump.
- Gravel trucks and bikes on the road.

NC 197

From Clearmont School Rd (SR 1416) to NC 226 (Mitchell Co)

Local ID: YANC30009-HB

Purpose: Facility Deficiencies

Improvement: Improve Existing

Identified Need

Functionally classified as a Major Collector this facility has 11-foot lanes with no paved shoulders. This facility links Yancey County and Mitchell County. It is popular with recreational cyclists. Truck traffic is 7% of daily vehicle traffic. Between 2014-2018, there were 6-8 total crashes.

Recommendation

Modernize to 12-ft lanes with 5-ft paved shoulders. Climbing lanes should be considered at steep grades to better minimize the impacts of truck traffic.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Estimated Cost	-
Length (miles)	6.5
Existing ROW (feet)	50-100
Safety Risk Score	56-89

Proposal Data: 2018 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
<i>Travel Lanes</i>	2	2	2
<i>Volume (vpd)</i>	1300-2200	1900-3000	1900-3000
<i>Capacity (vpd)</i>	14600	14600	15100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



NC 197 / Pensacola Rd

From US 19E to Blue Ridge Ln

Local ID: YANC30010-HBP

Purpose: Facility Deficiencies

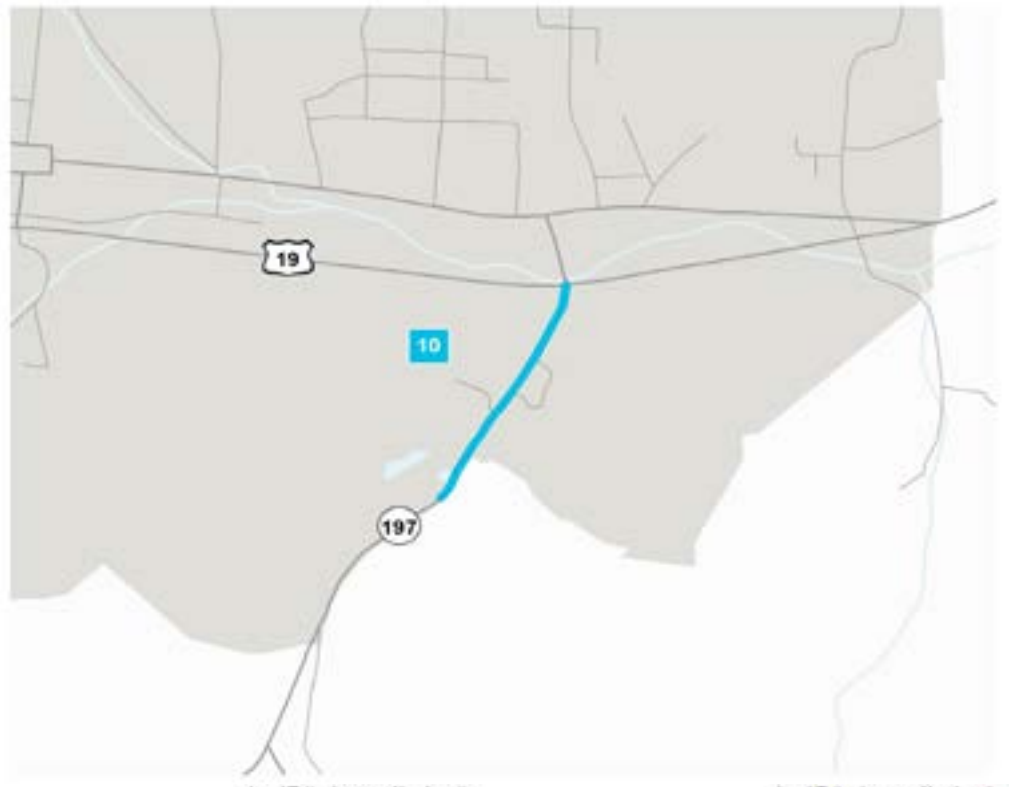
Improvement: Improve Existing

Identified Need

Functionally classified as a Major Collector this facility has narrow 9-foot lanes with no paved shoulders. Key destinations along this portion are the Smoky Ridge Health & Rehabilitation Center. It is a popular cycling route. Truck traffic is 9% of daily vehicle traffic.

Recommendation

Modernize to 11-ft lanes with 5-ft bike lane and sidewalk from US 19E to Blue Ridge Lane.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 E
Section Options	-
Estimated Cost	-
Length (miles)	0.33
Existing ROW (feet)	40
Safety Risk Score	33

Proposal Data: 2018 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
<i>Travel Lanes</i>	2	2	2
<i>Volume (vpd)</i>	2500	3500	3500
<i>Capacity (vpd)</i>	10100	10100	11200

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



NC 197 / Pensacola Rd

From US 19E to Blue Ridge Ln

Local ID: YANC30010-HBP

Purpose: Facility Deficiencies

Improvement: Improve Existing

Identified Need

Functionally classified as a Major Collector this facility has narrow 9-foot lanes with no paved shoulders. Key destinations along this portion are the Smoky Ridge Health & Rehabilitation Center. It is a popular cycling route. Truck traffic is 9% of daily vehicle traffic.

Recommendation

Modernize to 11-ft lanes with 5-ft bike lane and sidewalk from US 19E to Blue Ridge Lane.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 E
Section Options	-
Estimated Cost	-
Length (miles)	0.33
Existing ROW (feet)	40
Safety Risk Score	33

Proposal Data: 2018 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
<i>Travel Lanes</i>	2	2	2
<i>Volume (vpd)</i>	2500	3500	3500
<i>Capacity (vpd)</i>	10100	10100	11200

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

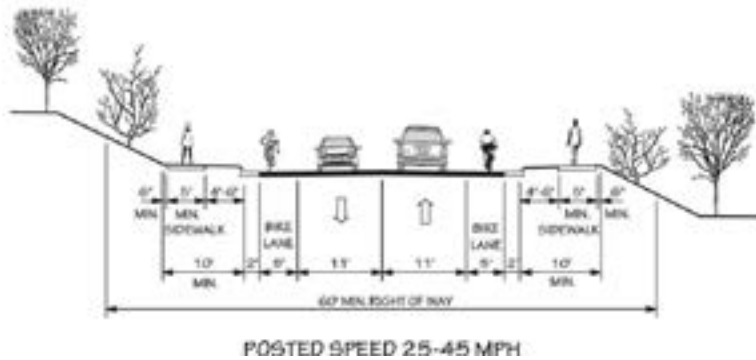


Typical Section Options:

None

TYPICAL SECTION No. 2E

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



Project History/Linkage to Other Plans

This project was not included in the 2008 Yancey County CTP. And no specific recommendations were made in the 2014 High Country Regional Bicycle Plan.

CTP Goal Analysis

The Vision Statement for this CTP is Yancey County has a safe and accessible multi-modal transportation system that connects its residents and visitors to key destinations within the county and regionally where an emphasis is placed on alternative modes. This project works toward a safer multi-modal transportation system that connects residents and visitors to key destinations e.g. Yancey County Social Services, Smoky Ridge Health & Rehabilitation Center, and Mount Mitchell State Park lands,

Potential Impacts

Based on planning level environmental assessment using available GIS data, the project has the potential to impact French Broad watershed, Bowlens Creek, water pipes, and a fault line.

The unincorporated Celo Community is located off NC 197.

There is 25.1-50% of population along NC 197 that is at poverty level.

Other Information

New land has been acquired off NC 197 for Mount Mitchell State Park. Improvements will be needed to accommodate the recent land acquisitions and future plans for the park. Mount Mitchell would like to see RV/camping and fishing improvements for the new land acquisition areas. There is potential for access to the park at NC 197 in the Pensacola community near the county convenience center.

Multi-Modal Considerations

Bicycle lanes and sidewalks are recommended from US 19E to Blue Ridge Lane.

CTP Public Survey Comments Received

From the CTP Survey, there were many comments about the need to improve NC 197. The need for wider shoulders to accommodate cyclists was also mentioned often.

Specific comments received as part of the CTP survey concerning NC 197 were as follows:

- Modernization of NC 80, NC 197, and US 19W will help to connect more remote sections of the county to US 19E.
- I feel that the posted speed limit (55 mph) on NC 197 is too high. There are many twists and turns, and frequently these turns have driveways. It is mostly farms, so often times there will be slow moving farm equipment utilizing the roadway, not to mention cyclists and joggers.
- No shoulder to pull over for emergency vehicles or if vehicle has a breakdown. Blind curves can cause fatal collision with bicyclists.
- Need wider road on NC 197.
- Scenic bike route.
- Gravel trucks and bikes on the road.

NC 197

From Blue Ridge Ln to Cattail Creek Rd (SR 1102)

Local ID: YANC30011-HB

Purpose: Facility Deficiencies

Improvement: Improve Existing

Identified Need

Functionally classified as a Major Collector this facility has narrow 9-foot lanes with no paved shoulders. This facility links Yancey County to Mount Mitchell State Park lands. It is a popular recreational cycling route. Truck traffic is 9% of daily vehicle traffic.

Recommendation

Modernize to 12-ft lanes with 5-ft paved shoulders.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Estimated Cost	-
Length (miles)	8.21
Existing ROW (feet)	40
Safety Risk Score	11-89

Proposal Data: 2018 Base Year 2045 Future Year

Improved Route	2018 Base Year		2045 Future Year	
	Existing	Without Proposal	With Proposal	
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	
<i>Travel Lanes</i>	2	2	2	
<i>Volume (vpd)</i>	950-2500	1700-3500	1700-3500	
<i>Capacity (vpd)</i>	10100-13600	10100-13600	11600-15100	

Capacity Data: Year

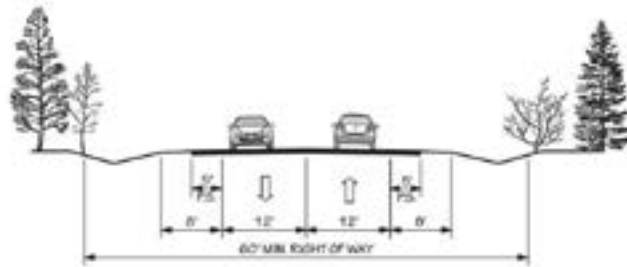
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



Typical Section Options:

None

TYPICAL SECTION No. 2A
2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project History/Linkage to Other Plans

This project was not included in the 2008 Yancey County CTP. And no specific recommendations were made in the 2014 High Country Regional Bicycle Plan.

CTP Goal Analysis

The Vision Statement for this CTP is Yancey County has a safe and accessible multi-modal transportation system that connects its residents and visitors to key destinations within the county and regionally where an emphasis is placed on alternative modes. This project works toward a safer multi-modal transportation system that connects residents and visitors to key destinations e.g. Mount Mitchell State Park lands, Celo Community, Pensacola Volunteer Fire Department, Pisgah National Forest, and Buncombe County.

Potential Impacts

Based on planning level environmental assessment using available GIS data, the project has the potential to impact Cane River, FRB/Cane River Aquatic habitat, wetlands, and Natural Heritage element occurrences (animal).

The unincorporated Celo Community is located off NC 197.

There is 25.1-50% of population along NC 197 that is at poverty level. There is 25.1-50% of population along NC 197 is age 65 and over.

Other Information

New land has been acquired off NC 197 for Mount Mitchell State Park. Improvements will be needed to accommodate the recent land acquisitions and future plans for the park.

Multi-Modal Considerations

Paved shoulders to accommodate cyclists.

CTP Public Survey Comments Received

From the CTP Survey, there were many comments about the need to improve NC 197. The need for wider shoulders to accommodate cyclists was also mentioned often.

Specific comments received as part of the CTP survey concerning NC 197 were as follows:

- Modernization of NC 80, NC 197, and US 19W will help to connect more remote sections of the county to US 19E.
- I feel that the posted speed limit (55 mph) on NC 197 is too high. There are many twists and turns, and frequently these turns have driveways. It is mostly farms, so often times there will be slow moving farm equipment utilizing the roadway, not to mention cyclists and joggers.
- No shoulder to pull over for emergency vehicles or if vehicle has a breakdown. Blind curves can cause fatal collision with bicyclists.
- Need wider road on NC 197.
- Scenic bike route.
- Gravel trucks and bikes on the road.

NC 197

From Cattail Creek Rd (SR 1102) to Ewart Wilson Rd (SR 1100)

Local ID: YANC30012-H

Purpose: Facility Deficiencies

Improvement: Improve Existing

Identified Need

Functionally classified as a Major Collector this facility has narrow 9-foot lanes with no paved shoulders. This facility links Yancey County and Buncombe County. Truck traffic is 3% of daily vehicle traffic. Key destinations are Mount Mitchell State Park lands.

Recommendation

Modernize to 11-ft lanes with 4-ft paved shoulders.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	1	Red dashed line	Red dashed line	Interchange	1	Circle with square	Square with circle
Access Management / Operations	2	Blue dashed line	Blue dashed line	Bridge / Overpass	2	Circle with circle	Circle with circle
Modernization	3	Blue solid line	Blue solid line	Intersection	3	Circle with triangle	Triangle with circle
Other	4	Yellow dashed line	Yellow dashed line				

Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 B
Section Options	-
Estimated Cost	-
Length (miles)	2.01
Existing ROW (feet)	40-80
Safety Risk Score	33-67

Proposal Data: 2018 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
<i>Travel Lanes</i>	2	2	2
<i>Volume (vpd)</i>	450	620	620
<i>Capacity (vpd)</i>	13600	13600	15100

Capacity Data: Year

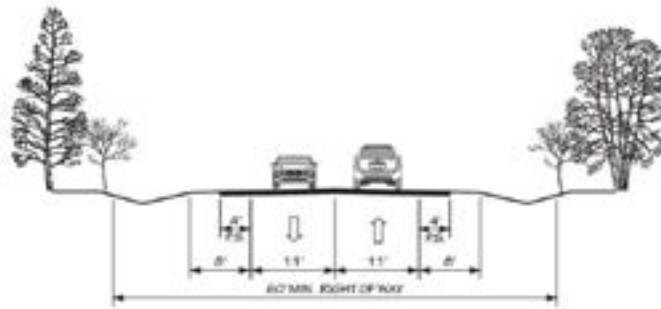
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



Typical Section Options:

None

TYPICAL SECTION No. 2B
 2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project History/Linkage to Other Plans

This project was not included in the 2008 Yancey County CTP. And no specific recommendations were made in the 2014 High Country Regional Bicycle Plan.

CTP Goal Analysis

The Vision Statement for this CTP is Yancey County has a safe and accessible multi-modal transportation system that connects its residents and visitors to key destinations within the county and regionally where an emphasis is placed on alternative modes. This project works toward a safer multi-modal transportation system that connects residents and visitors to key destinations e.g. Mount Mitchell State Park lands, Pisgah National Forest, and Buncombe County.

Potential Impacts

Based on planning level environmental assessment using available GIS data, the project has the potential to impact Low Elevation Montane and General Montane Dry-Mesic Hardwood; Mixed Forest and Wet-Mesic Hardwood; Mixed Forest; and High Elevation Montane Dry-Mesic Hardwood; and Mixed Forest. There is 25.1-50% of population along NC 197 that is at poverty level. There is 25.1-50% of population along NC 197 is age 65 and over.

Other Information

None

Multi-Modal Considerations

None. Bicycle accommodations were not recommended due to the low vehicular volumes along this section.

CTP Public Survey Comments Received

Specific comments received as part of the CTP survey concerning NC 197 were as follows:

- Modernization of NC 80, NC 197, and US 19W will help to connect more remote sections of the county to US 19E.
- I feel that the posted speed limit (55 mph) on NC 197 is too high. There are many twists and turns, and frequently these turns have driveways. It is mostly farms, so often times there will be slow moving farm equipment utilizing the roadway, not to mention cyclists and joggers.
- No shoulder to pull over for emergency vehicles or if vehicle has a breakdown. Blind curves can cause fatal collision with bicyclists.
- Need wider road on NC 197.
- Scenic bike route.
- Gravel trucks and bikes on the road.

NC 197

From Ewart Wilson Rd (SR 1100) to Buncombe County line

Local ID: YANC30013-H

Purpose: Facility Deficiencies

Improvement: Improve Existing

Identified Need

Functionally classified as a Major Collector this facility has narrow 9-foot lanes with no paved shoulders. This facility links Yancey County and Buncombe County. Truck traffic is 3% of daily vehicle traffic. Key destinations are Mount Mitchell State Park lands.

Recommendation

Modernize to 11-ft lanes with 4-ft paved shoulders.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 B
Section Options	-
Estimated Cost	-
Length (miles)	5.26
Existing ROW (feet)	60-80
Safety Risk Score	44-78

Proposal Data: 2018 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
<i>Travel Lanes</i>	2	2	2
<i>Volume (vpd)</i>	200	280	280
<i>Capacity (vpd)</i>	13600	13600	15100

Capacity Data: Year

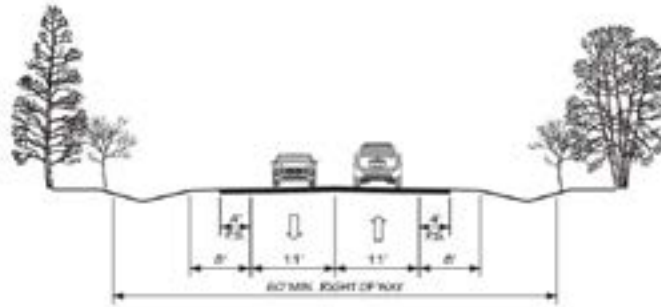
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



Typical Section Options:

None

TYPICAL SECTION No. 2B
2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project History/Linkage to Other Plans

This project was not included in the 2008 Yancey County CTP. And no specific recommendations were made in the 2014 High Country Regional Bicycle Plan.

CTP Goal Analysis

The Vision Statement for this CTP is Yancey County has a safe and accessible multi-modal transportation system that connects its residents and visitors to key destinations within the county and regionally where an emphasis is placed on alternative modes. This project works toward a safer multi-modal transportation system that connects residents and visitors to key destinations e.g. Mount Mitchell State Park lands, Pisgah National Forest, and Buncombe County.

Potential Impacts

Based on planning level environmental assessment using available GIS data, the project has the potential to impact Low Elevation Montane and General Montane Dry-Mesic Hardwood; Mixed Forest and Wet-Mesic Hardwood; Mixed Forest; and High Elevation Montane Dry-Mesic Hardwood; and Mixed Forest. There is 25.1-50% of population along NC 197 that is at poverty level. There is 25.1-50% of population along NC 197 is age 65 and over.

Other Information

None

Multi-Modal Considerations

None. Bicycle accommodations were not recommended due to the low vehicular volumes along this section.

CTP Public Survey Comments Received

Specific comments received as part of the CTP survey concerning NC 197 were as follows:

- Modernization of NC 80, NC 197, and US 19W will help to connect more remote sections of the county to US 19E.
- I feel that the posted speed limit (55 mph) on NC 197 is too high. There are many twists and turns, and frequently these turns have driveways. It is mostly farms, so often times there will be slow moving farm equipment utilizing the roadway, not to mention cyclists and joggers.
- No shoulder to pull over for emergency vehicles or if vehicle has a breakdown. Blind curves can cause fatal collision with bicyclists.
- Need wider road on NC 197.
- Scenic bike route.
- Gravel trucks and bikes on the road.

INVENTORY TABLE

The inventory table provides information on the segments studied roads and recommendations.

Assumptions/ Notes:

- **Local ID:** This Local ID is the same as the one used for the Prioritization Project Submittal Tool. If a TIP project number exists, it is listed as the ID. Otherwise, the following system is used to create a code for each recommended improvement: the first four letters of the county name is combined with a four-digit unique numerical code followed by '-H' for highway, '-T' for public transportation, '-R' for rail, '-B' for bicycle, '-M' for multi-use paths, or '-P' for pedestrian modes. If a different code is used along a route, it indicates separate projects will probably be requested. Also, upper case alphabetic characters (i.e. 'A', 'B', or 'C') are included after the numeric portion of the code if it is anticipated that project segmentation or phasing will be recommended.
- **Jurisdiction:** Jurisdictions listed are based on municipal limits, county boundaries, and MPO Metropolitan Planning Area Boundaries (MAB), as applicable.
- **Existing Cross-Section:** Listed under 'Total Width (ft)' is the approximate width of the roadway from edge of pavement to edge of pavement and under 'Lane Width (ft)' is the approximate width of a single lane based on centerline/ edge line markings. Listed under 'Lanes' is the total number of lanes, with 'D' if the facility is divided, and 'OW' if it is a one-way facility.
- **Existing ROW:** The estimated existing right-of-way is based on GIS estimates. These right-of-way amounts are approximate and may vary.
- **Existing and Proposed Capacity:** The estimated capacities are given in vehicles per day (vpd) based on LOS D for existing facilities and LOS C for new facilities. These capacity estimates were developed based on the 2000 Highway Capacity Manual using the Transportation Planning Branch's LOS D Standards for Systems Level Planning .
- **Existing and Proposed Volumes,** given in vehicles per day (vpd), are estimates only based on a systems-level analysis. The '2045 Volume E+C' is an estimate of the volume in 2045 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2020 - 2029 Transportation Improvement Program (TIP). The '2045 Volume with CTP' is an estimate of the volume in 2045 with all proposed CTP improvements assumed to be in place. The '2045 Volume with CTP' is shown in bold if it exceeds the proposed capacity, indicating an unmet need. For more information about the assumptions and techniques used to develop the AADT volume estimates, refer to the Multimodal Analysis Section of the Appendix.
- **Proposed Cross-section:** The CTP recommended cross-sections are listed by code; for depiction of the cross-section, refer to Appendix D. An entry of 'ADQ' indicates the existing facility is adequate and there are no improvements recommended for the given mode as part of the CTP.
*Proposed System Cross-Section column indicates that a capacity deficiency has been identified, but no future proposal or improvement to the cross-section has been recommended for the roadway segment. See the Unaddressed Deficiencies section in Chapter X for more information.
- **CTP Classification:** The CTP classification is listed, as shown on the adopted CTP Maps (see Figure 1). Abbreviations are F= freeway, E= expressway, B=boulevard, Maj= other major thoroughfare, Min=minor thoroughfare.
- **Proposals for Other Modes:** If there is an improvement recommended for another mode of transportation that relates to the given recommendation, it is indicated by an alphabetic code (H= highway, T= public transportation, R= rail, B= bicycle, P= pedestrian, and M= multi-use path).

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2018 Existing System							2045 Proposed System					CTP Classification	Recommendations for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2018 Volume	2045 Volume E + C	2045 Volume with CTP	Proposed Capacity (vpd)	*Cross-Section	ROW (ft)		
	US 19	Madison County	Chandler Br Rd (SR 1131)	Yancey	0.1	48	4	12	80	55	44500	9800	19600	19600	44500	ADQ	ADQ	B	
	US 19	Chandler Br Rd (SR 1131)	Windy Gap Rd (SR 1421)	Yancey	0.05	48	4	12	80	55	44500	9800	19600	19600	44500	ADQ	ADQ	B	
	US 19	Windy Gap Rd (SR 1421)	Shepherd Br Rd (SR 1397)	Yancey	0.61	48	4	12	80-100	55	44500	9800	19600	19600	44500	ADQ	ADQ	B	
	US 19	Shepherd Br Rd (SR 1397)	Swiss Loop (SR 1202)	Yancey	0.87	48	4	12	100	55	44500	9800	19600	19600	44500	ADQ	ADQ	B	
	US 19	Swiss Loop (SR 1202)	Evergreen Rd (SR 1133)	Yancey	0.29	48	4	12	100	55	44500	9800	19600	19600	44500	ADQ	ADQ	B	
	US 19	Evergreen Rd (SR 1133)	Jr Pate Rd (SR 1452)	Yancey	0.49	48	4	12	100	55	44500	9800	19600	19600	44500	ADQ	ADQ	B	
	US 19	Jr Pate Rd (SR 1394)	Carroll Hill Rd (SR 1134)	Yancey	0.7	48	4	12	100	55	44500	9800	19600	19600	44500	ADQ	ADQ	B	
	US 19	Carroll Hill Rd (SR 1134)	Hardscrabble Rd (SR 1391)	Yancey	0.51	48	4	12	100	55	44500	10500	21000	21000	44500	ADQ	ADQ	B	
	US 19	Hardscrabble Rd (SR 1391)	Walking Rd (SR 1453)	Yancey	0.45	48	4	12	100	55	44500	10500	21000	21000	44500	ADQ	ADQ	B	
	US 19	Walking Rd (SR 1453)	US 19W	Yancey	0.4	48	4	12	100	55	44500	10500	21000	21000	44500	ADQ	ADQ	B	
	US 19 East	US 19	Phipps Crk Rd (SR 1136)	Yancey	0.96	48	4	12	100	55	44500	10000	17100	17100	44500	ADQ	ADQ	B	
	US 19 East	Phipps Crk Rd (SR 1136)	Cane River Ch Rd (SR 1137)	Yancey	0.47	48	4	12	100	55	44500	10000	17100	17100	44500	ADQ	ADQ	B	
	US 19 East	Cane River Ch Rd (SR 1137)	Phipps Crk Rd (SR 1136)	Yancey	0.84	48	4	12	100	55	44500	10500	14500	14500	44500	ADQ	ADQ	B	
	US 19 East	Phipps Crk Rd (SR 1136)	Comet Rd (SR 1460)	Yancey	0.21	48	4	12	100	55	44500	10500	14500	14500	44500	ADQ	ADQ	B	
	US 19 East	Comet Rd (SR 1460)	Jacks Crk Rd (SR 1336)	Yancey	0.37	48	4	12	100	55	44500	16500	28200	28200	44500	ADQ	ADQ	B	
	US 19 East	Jacks Crk Rd (SR 1336)	Russell Rd (SR 1195)	Yancey	0.54	48	4	12	100	55	44500	16500	28200	28200	44500	ADQ	ADQ	B	
	US 19 East	Russell Rd (SR 1195)	Crest View Rd (SR 1196)	Yancey	0.2	48	4	12	100	45	42900	17000	29000	29000	42900	ADQ	ADQ	B	
	US 19 East	Crest View Rd (SR 1196)	Crest View Rd (SR 1196)	Yancey	0.27	48	4	12	100	45	42900	17000	29000	29000	42900	ADQ	ADQ	B	
	US 19 East	Crest View Rd (SR 1196)	Charlie Brown Rd (SR 1438)	Yancey	0.46	48	4	12	100	45	42900	17000	29000	29000	42900	ADQ	ADQ	B	
	US 19 East	Charlie Brown Rd (SR 1438)	West Burnsville Church Rd (SR 1375)	Yancey	0.2	48	4	12	100	45	42900	18500	31600	31600	42900	ADQ	ADQ	B	
	US 19 East	West Burnsville Ch Rd (SR 1375)	W Main St (SR 1428)	Yancey	0.16	48	4	12	100	45	42900	18500	31600	31600	42900	ADQ	ADQ	B	

*Recommended shoulder width is 5' to accommodate bicyclists not 4' as shown in typical section figures.

Highway

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2018 Existing System							2045 Proposed System					CTP Classification	Recommendations for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2018 Volume	2045 Volume E + C	2045 Volume with CTP	Proposed Capacity (vpd)	*Cross-Section	ROW (ft)		
	US 19 East	W Main St (SR 1428)	Ferguson Hill Rd (SR 1139)	Yancey	0.2	48	4	12	100	35	37400	14500	23700	23700	37400	ADQ	ADQ	B	
	US 19 East	Ferguson Hill Rd (SR 1139)	S Main St	Burnsville	0.7	48	4	12	80	35	37400	15000	25600	25600	37400	ADQ	ADQ	B	
	US 19 East	S Main St	Pensacola Rd (SR 1429)	Burnsville	0.66	48	4	12	80	35	37400	16000	22100	22100	37400	ADQ	ADQ	B	
	US 19 East	Pensacola Rd (SR 1429)	Depot St (SR 1140)	Burnsville	0.35	48	4	12	80	35	37400	16000	22100	22100	37400	ADQ	ADQ	B	
	US 19 East	Depot St (SR 1140)	E Main St (SR 1428)	Burnsville	0.09	48	4	12	80	35	37400	15500	18400	18400	37400	ADQ	ADQ	B	
	US 19 East	E Main St (SR 1428)	Access Rd (SR 1200)	Yancey	0.12	48	4	12	80	55	44500	18500	23600	23600	44500	ADQ	ADQ	B	
	US 19 East	Access Rd (SR 1200)	NC 197	Yancey	0.1	48	4	12	80	55	44500	18500	23600	23600	44500	ADQ	ADQ	B	
	US 19 East	NC 197	Mill Spring Rd (SR 1329)	Yancey	0.21	48	4	12	80	55	44500	18500	23600	23600	44500	ADQ	ADQ	B	
	US 19 East	Mill Springs Rd (SR 1329)	Saw Mill Hollow Rd (SR 1328)	Yancey	0.25	48	4	12	80	55	44500	16000	22100	22100	44500	ADQ	ADQ	B	
	US 19 East	Saw Mill Hollow Rd (SR 1328)	Burnsville Sch Rd (SR 1427)	Yancey	0.06	48	4	12	80	55	44500	16000	22100	22100	44500	ADQ	ADQ	B	
	US 19 East	Burnsville Sch Rd (SR 1427)	Bill Allen Br Rd (SR 1141)	Yancey	0.16	48	4	12	80	55	44500	16000	22700	22700	44500	ADQ	ADQ	B	
	US 19 East	Bill Allen Br Rd (SR 1141)	Georges Fork Rd (SR 1142)	Yancey	0.35	48	4	12	80	55	44500	16000	22700	22700	44500	ADQ	ADQ	B	
	US 19 East	Georges Fork Rd (SR 1142)	Lower Georges Frk (SR 1143)	Yancey	0.37	48	4	12	80	55	44500	14000	23900	23900	44500	ADQ	ADQ	B	
	US 19 East	Lower Georges Frk Rd (SR 1143)	Bear Wallow Rd (SR 1144)	Yancey	0.21	48	4	12	80	55	44500	14000	23900	23900	44500	ADQ	ADQ	B	
	US 19 East	Bear Wallow Rd (SR 1144)	Shoal Crk Rd (SR 1323)	Yancey	0.14	48	4	12	80	55	44500	14000	23900	23900	44500	ADQ	ADQ	B	
	US 19 East	Shoal Crk Rd (SR 1323)	Bear Wallow Rd (SR 1144)	Yancey	0.49	48	4	12	80	55	44500	14000	23900	23900	44500	ADQ	ADQ	B	
	US 19 East	Bear Wallow Rd (SR 1144)	Plum Branch Rd (SR 1321)	Yancey	0.11	48	4	12	80	55	44500	13000	17900	17900	44500	ADQ	ADQ	B	
	US 19 East	Plum Branch Rd (SR 1321)	Cane Br Rd (SR 1146)	Yancey	0.48	48	4	12	80	55	44500	13000	17900	17900	44500	ADQ	ADQ	B	
	US 19 East	Cane Br Rd (SR 1146)	Spar Mill Rd (SR 1187)	Yancey	0.06	48	4	12	80	55	44500	13000	17900	17900	44500	ADQ	ADQ	B	
	US 19 East	Spar Mill Rd (SR 1187)	Micaville Lp (SR 1186)	Yancey	0.34	48	4	12	80	55	44500	13000	17900	17900	44500	ADQ	ADQ	B	
	US 19 East	Micaville Lp (SR 1186)	Double Island Rd (SR 1308)	Yancey	0.27	48	4	12	80	55	44500	8800	11900	11900	44500	ADQ	ADQ	B	
	US 19 East	Double Island Rd (SR 1308)	Wyatt Town Rd (SR 1307)	Yancey	0.35	48	4	12	80	55	44500	8200	11100	11100	44500	ADQ	ADQ	B	

*Recommended shoulder width is 5' to accommodate bicyclists not 4' as shown in typical section figures.

Highway

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2018 Existing System							2045 Proposed System					CTP Classification	Recommendations for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2018 Volume	2045 Volume E + C	2045 Volume with CTP	Proposed Capacity (vpd)	*Cross-Section	ROW (ft)		
	US 19 East	Wyatt Town Rd (SR 1307)	NC 80S / Micaville Lp	Yancey	0.05	48	4	12	80	55	44500	8200	11100	11100	44500	ADQ	ADQ	B	
	US 19 East	NC 80S / Micaville Lp	Morning Star Church Rd (SR 1197)	Yancey	0.55	48	4	12	80	55	44500	8200	11100	11100	44500	ADQ	ADQ	B	
	US 19 East	Morning Star Church Rd (SR 1197)	Rice Rd (SR 1149)	Yancey	0.12	48	4	12	80	55	44500	9600	13000	13000	44500	ADQ	ADQ	B	
	US 19 East	Rice Rd (SR 1149)	Stream Rd (SR 1435)	Yancey	0.14	48	4	12	80	55	44500	9600	13000	13000	44500	ADQ	ADQ	B	
	US 19 East	Stream Rd (SR 1435)	NC 80N	Yancey	0.43	48	4	12	80	55	44500	10000	14800	14800	44500	ADQ	ADQ	B	
	US 19 East	NC 80N	Black Jack Rd (SR 1151)	Yancey	0.49	48	4	12	80	55	44500	10000	14800	14800	44500	ADQ	ADQ	B	
	US 19 East	Black Jack Rd (SR 1151)	Sycamore Cir (SR 1185)	Yancey	0.06	48	4	12	80	55	44500	9800	17700	17700	44500	ADQ	ADQ	B	
	US 19 East	Sycamore Cir (SR 1185)	Silver Springs Rd (SR 1431)	Yancey	0.02	48	4	12	80	55	44500	9400	18800	18800	44500	ADQ	ADQ	B	
	US 19 East	Silver Springs Rd (SR 1431)	Sycamore Cir (SR 1185)	Yancey	0.34	48	4	12	80	55	44500	9400	18800	18800	44500	ADQ	ADQ	B	
	US 19 East	Sycamore Cir (SR 1185)	Newdale Church Rd (SR 1423)	Yancey	0.73	48	4	12	80	55	44500	9400	18800	18800	44500	ADQ	ADQ	B	
	US 19 East	Newdale Church Rd (SR 1423)	Boxwood Rd (SR 1433)	Yancey	0.28	48	4	12	80	55	44500	9500	18800	18800	44500	ADQ	ADQ	B	
	US 19 East	Boxwood Rd (SR 1433)	Arbuckle Rd (SR 1300)	Yancey	0.09	48	4	12	80	55	44500	9500	18800	18800	44500	ADQ	ADQ	B	
	US 19 East	Arbuckle Rd (SR 1300)	Hemlock Rd (SR 1181)	Yancey	0.52	48	4	12	80	55	44500	9500	18800	18800	44500	ADQ	ADQ	B	
	US 19 East	Hemlock Rd (SR 1181)	Mitchell County	Yancey	0.09	48	4	12	80	55	44500	9500	20100	20100	44500	ADQ	ADQ	B	
YANC20001-HB	US 19 West	US 19	Cane River Sch Rd (SR 1454)	Yancey	0.43	22	2	11	60	35	10700	850	1100	1100	12100	02A*	60	MJ2	B
YANC20001-HB	US 19 West	Cane River Sch Rd (SR 1454)	Whittington Rd (SR 1379)	Yancey	0.51	20	2	10	60	35	10400	1800	2300	2300	12100	02A*	60	MJ2	B
YANC20001-HB	US 19 West	Whittington Rd (SR 1379)	Langford Br Rd (SR 1381)	Yancey	1.85	20	2	10	60	35	10400	1800	2300	2300	12100	02A*	60	MJ2	B
YANC20001-HB	US 19 West	Langford Br Rd (SR 1381)	Elk Shoals Crk Rd (SR 1388)	Yancey	0.69	20	2	10	60	35	10400	1800	2300	2300	12100	02A*	60	MJ2	B
YANC20001-HB	US 19 West	Elk Shoals Crk Rd (SR 1388)	Hog Branch Rd (SR 1383)	Yancey	2.51	20	2	10	60	35	10400	850	950	950	12100	02A*	60	MJ2	B
YANC20001-HB	US 19 West	Hog Branch Rd (SR 1383)	Piney Hill Rd (SR 1385)	Yancey	1.52	20	2	10	60	35	10400	850	950	950	12100	02A*	60	MJ2	B
YANC20001-HB	US 19 West	Piney Hill Rd (SR 1385)	Little Creek Rd (SR 1411)	Yancey	1.73	18	2	9	60	35	10100	700	720	720	12100	02A*	60	MJ2	B

*Recommended shoulder width is 5' to accommodate bicyclists not 4' as shown in typical section figures.

Highway

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2018 Existing System							2045 Proposed System					CTP Classification	Recommendations for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2018 Volume	2045 Volume E + C	2045 Volume with CTP	Proposed Capacity (vpd)	*Cross-Section	ROW (ft)		
YANC20002-HB	US 19 West	Little Creek Rd (SR 1411)	Bent Cr Rd (SR 1413)	Yancey	2.65	18	2	9	60	35	10100	700	720	720	12100	02A*	60	MJ2	B
YANC20002-HB	US 19 West	Bent Creek Rd (SR 1413)	Coxes Creek Rd (SR 1354)	Yancey	1.65	18	2	9	60	35	10100	200	210	210	12100	02A*	60	MJ2	B
YANC20002-HB	US 19 West	Coxes Crk Rd (SR 1354)	Huntdale Rd (SR 1417)	Yancey	1.63	18	2	9	40	35	10100	250	260	260	12100	02A*	60	MJ2	B
YANC20003-H	US 19 West	Huntdale Rd (SR 1417)	Holloway Rd (SR 1414)	Yancey	0.75	16	2	8	40	35	9800	250	260	260	12100	02B	60	MJ2	
YANC20003-H	US 19 West	Holloway Rd (SR 1414)	White Oak Flats Rd (SR 1415)	Yancey	0.67	16	2	8	40-50	35	9800	250	260	260	1200	02B	60	MJ2	
YANC20003-H	US 19 West	White Oak Flats Rd (SR 1415)	Tennessee	Yancey	5.46	16	2	8	40	35	9800	90	110	110	12100	02B	60	MJ2	
YANC30007-HB	NC 80	McDowell County	Dovers Br Rd (SR 1164)	Yancey	1.45	18	2	9	60	35	10100	450	620	620	12100	02A*	60	MJ2	B
YANC30007-HB	NC 80	Dovers Br Rd (SR 1164)	Still Fork Creek Rd (SR 1164)	Yancey	0.04	18	2	9	60	35	10100	450	620	620	12100	02A*	60	MJ2	B
YANC30007-HB	NC 80	Still Fork Creek Rd (SR 1164)	S Toe River Rd (SR 1205)	Yancey	0.73	20	2	10	60	35	10400	850	1100	1100	12100	02A*	60	MJ2	B
YANC30006-HB	NC 80	S Toe River Rd (SR 1205)	Clear Creek Rd (SR 1199)	Yancey	2.24	20	2	10	60	45	13600	850	1100	1100	14600	02A*	60	MJ2	B
YANC30006-HB	NC 80	Clear Creek Rd (SR 1199)	Colberts Crk Rd (SR 1158)	Yancey	1.26	20	2	10	60	45	13600	1200	1600	1600	14600	02A*	60	MJ2	B
YANC30006-HB	NC 80	Colberts Crk Rd (SR 1158)	White Oak Rd (SR 1157)	Yancey	1.72	20	2	10	60	45	13600	1200	1600	1600	14600	02A*	60	MJ2	B
YANC30006-HB	NC 80	White Oak Rd (SR 1157)	Seven Mile Ridge Rd (SR 1167)	Yancey	0.28	20	2	10	60	45	13600	1800	2300	2300	14600	02A*	60	MJ2	B
YANC30006-HB	NC 80	Seven Mile Ridge Rd (SR 1167)	Grindstaff Rd (SR 1154)	Yancey	0.05	20	2	10	60	45	13600	1800	2300	2300	14600	02A*	60	MJ2	B
YANC30005-HB	NC 80	Grindstaff Rd (SR 1154)	S Toe School Rd (SR 1163)	Yancey	0.44	20	2	10	60	45	13600	1800	2300	2300	14600	02A*	60	MJ2	B
YANC30005-HB	NC 80	S Toe School Rd (SR 1163)	Morning Glory Ln (SR 1207)	Yancey	0.94	20	2	10	60	45	13600	2100	2200	2200	14600	02A*	60	MJ2	B
YANC30005-HB	NC 80	Morning Glory Ln (SR 1207)	Upper Browns Crk Rd (SR 1154)	Yancey	0.47	20	2	10	60	45	13600	3100	3600	3600	14600	02A*	60	MJ2	B
YANC30005-HB	NC 80	Upper Browns Crk Rd (SR 1154)	Blue Rock Rd (SR 1152)	Yancey	0.36	20	2	10	60	45	13600	3100	3600	3600	14600	02A*	60	MJ2	B
YANC30005-HB	NC 80	Blue Rock Rd (SR 1152)	Hickory Springs Rd (SR 1153)	Yancey	2.12	20	2	10	60	45	13600	3500	3600	3600	14600	02A*	60	MJ2	B
YANC30005-HB	NC 80	Hickory Springs Rd (SR 1153)	Sam Jones Rd (SR 1148)	Yancey	1.16	20	2	10	60	45	13600	3500	3600	3600	14600	02A*	60	MJ2	B
YANC30005-HB	NC 80	Sam Jones Rd (SR 1148)	Micaville Loop (SR 1186)	Yancey	0.59	20	2	10	60	35	10400	NA	2000	2000	12100	02A*	60	MJ2	B
YANC30005-HB	NC 80	Micaville Loop (SR 1186)	US 19	Yancey	0.23	20	2	10	60	35	10400	NA	2000	2000	12100	02A*	60	MJ2	B

*Recommended shoulder width is 5' to accommodate bicyclists not 4' as shown in typical section figures.

Highway

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2018 Existing System							2045 Proposed System					CTP Classification	Recommendations for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2018 Volume	2045 Volume E + C	2045 Volume with CTP	Proposed Capacity (vpd)	*Cross-Section	ROW (ft)		
YANC30004-HB	NC 80	US 19	Stream Rd (SR 1435)	Yancey	0.05	18	2	9	60	30	10000	NA	1200	1200	12100	02A*	60	MJ2	B
YANC30004-HB	NC 80	Stream Rd (SR 1435)	Ivy Hill Ridge Rd (SR 1432)	Yancey	0.07	18	2	9	60	30	10000	1100	1200	1200	12100	02A*	60	MJ2	B
YANC30004-HB	NC 80	Ivy Hill Rdg Rd (SR 1432)	Deneen Rd (SR 1424)	Yancey	0.05	18	2	9	60	30	10000	NA	1200	1200	12100	02A*	60	MJ2	B
YANC30004-HB	NC 80	Deneen Rd (SR 1424)	Mine Br Rd (SR 1303)	Yancey	0.18	18	2	9	60	30	10000	NA	1200	1200	12100	02A*	60	MJ2	B
YANC30004-HB	NC 80	Mine Br Rd (SR 1303)	Champ Ray Rd (SR 1304)	Yancey	0.18	18	2	9	60	30	10000	NA	1200	1200	12100	02A*	60	MJ2	B
YANC30004-HB	NC 80	Champ Ray Rd (SR 1304)	Presnell Hollow Rd (SR 1305)	Yancey	0.82	18	2	9	60	30	10000	NA	900	900	12100	02A*	60	MJ2	B
YANC30004-HB	NC 80	Presnell Hollow Rd (SR 1305)	Arbuckle Rd (SR 1300)	Yancey	0.7	18	2	9	60	40	11000	550	600	600	12100	02A*	60	MJ2	B
YANC30004-HB	NC 80	Arbuckle Rd (SR 1300)	Landfill Rd (SR 1440)	Yancey	0.11	18	2	9	60	40	11000	NA	600	600	12100	02A*	60	MJ2	B
YANC30004-HB	NC 80	Landfill Rd (SR 1440)	Mitchell County	Yancey	0.15	18	2	9	60	40	11000	550	600	600	12100	02A*	60	MJ2	B
	NC 128	Blue Ridge Pkwy	DEAD-END	Yancey	4.63	16	2	8	60	35	9800	650	830	830	9800	Add 5' Paved shoulder	ADQ	MJ2	
YANC30013-H	NC 197	Buncombe County	Garden Rd (SR 1204)	Yancey	5.2	18	2	9	60-80	55	13600	200	280	280	15100	02A*	60	MJ2	
YANC30013-H	NC 197	Garden Rd (SR 1204)	Ewart Wilson Rd (SR 1100)	Yancey	0.06	18	2	9	80	55	13600	200	280	280	15100	02A*	60	MJ2	
YANC30012-H	NC 197	Ewart Wilson Rd (SR 1100)	Cattail Creek Rd (SR 1102)	Yancey	1.31	18	2	9	40-80	55	13600	450	620	620	15100	02A*	60	MJ2	
YANC30012-H	NC 197	Cattail Creek Rd (SR 1102)	Pensacola Sch Rd (SR 1107)	Yancey	0.7	18	2	9	40	55	13600	450	620	620	15100	02A*	60	MJ2	
YANC30011-HB	NC 197	Pensacola Sch Rd (SR 1107)	Bolens Cr Rd (SR 1109)	Yancey	1.31	18	2	9	40	55	13600	1200	1700	1700	15100	02A*	60	MJ2	B
YANC30011-HB	NC 197	Bolens Cr Rd (SR 1109)	Bee Br Rd (SR 1110)	Yancey	0.16	18	2	9	40	55	13600	950	1900	1900	15100	02A*	60	MJ2	B
YANC30011-HB	NC 197	Bee Br Rd (SR 1110)	Powell Rd (SR 1179)	Yancey	1.27	18	2	9	40	55	13600	950	1900	1900	15100	02A*	60	MJ2	B
YANC30011-HB	NC 197	Powell Rd (SR 1179)	Tooties Creek Rd (SR 1112)	Yancey	1	18	2	9	40	55	13600	950	1900	1900	15100	02A*	60	MJ2	B
YANC30011-HB	NC 197	Tooties Creek Rd (SR 1112)	Bolens Creek Rd (SR 1109)	Yancey	4.06	18	2	9	40	55	13600	950	1900	1900	15100	02A*	60	MJ2	B
YANC30011-HB	NC 197	Bolens Cr Rd (SR 1109)	Wid Smith Rd (SR 1182)	Burnsville	0.18	18	2	9	40	35	10100	2500	3500	3500	12100	02A*	60	MJ2	B
YANC30011-HB	NC 197	Wid Smith Rd (SR 1182)	Blue Ridge Ln	Burnsville	0.23	18	2	9	40	35	10100	2500	3500	3500	11600	02A*	60	MJ2	B

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Highway

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2018 Existing System							2045 Proposed System					CTP Classification	Recommendations for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2018 Volume	2045 Volume E + C	2045 Volume with CTP	Proposed Capacity (vpd)	*Cross-Section	ROW (ft)		
YANC30010-HBP	NC 197	Blue Ridge Ln	US 19	Burnsville	0.33	18	2	9	40	35	10100	2500	3500	3500	11200	02E	60	MJ2	B,P
YANC30008-HB	NC 197	US 19	Old Mine Frk Rd (SR 1330)	Yancey	1.55	22	2	11	100	35	10700	4000	5500	5500	12100	02A*	60	MJ2	B
YANC30008-HB	NC 197	Old Mine Frk Rd (SR 1330)	Moonshine Mtn Rd (SR 1445)	Yancey	1.23	22	2	11	100	55	14600	4000	5500	5500	15100	02A*	60	MJ2	B
YANC30008-HB	NC 197	Moonshine Mtn Rd (SR 1445)	Old Mine Frk Rd (SR 1330)	Yancey	0.22	22	2	11	100	55	14600	2200	3000	3000	15100	02A*	60	MJ2	B
YANC30008-HB	NC 197	Old Mine Frk Rd (SR 1330)	Clearmont Sch Rd (SR 1416)	Yancey	0.96	22	2	11	100	55	14600	2200	3000	3000	15100	02A*	60	MJ2	B
YANC30009-HB	NC 197	Clearmont Sch Rd (SR 1416)	Upper Pig Pen Rd (SR 1333)	Yancey	1.6	22	2	11	100	55	14600	2200	3000	3000	15100	02A*	60	MJ2	B
YANC30009-HB	NC 197	Upper Pig Pen Rd (SR 1333)	Toe River Rd (SR 1336)	Yancey	1.15	22	2	11	100	55	14600	2200	3000	3000	15100	02A*	60	MJ2	B
YANC30009-HB	NC 197	Toe River Rd (SR 1336)	Double Island Rd (SR 1308)	Yancey	2.82	22	2	11	50-100	55	14600	1600	2200	2200	15100	02A*	60	MJ2	B
YANC30009-HB	NC 197	Double Island Rd (SR 1308)	Mitchell County	Yancey	0.93	22	2	11	50-100	55	14600	1300	1900	1900	15100	02A*	60	MJ2	B
	Bald Mtn Rd (SR 1395)	Little Crk Rd (SR 1411)	Bee Log Rd (SR 1408)	Yancey	1.3	16	2	8	60	35	9300	550	570	570	9300	ADQ	ADQ	MN	
	Bald Mtn Rd (SR 1395)	Bee Log Rd (SR 1408)	Sampson Mnt Rd (SR 1401)	Yancey	3.5	18	2	9	60	35	9600	NA	NA	NA	9600	ADQ	ADQ	MN	
	Bald Mtn Rd (SR 1395)	Sampson Mnt Rd (SR 1401)	Simms Fork Rd (SR 1346)	Yancey	4.49	18	2	9	60	35	9600	NA	NA	NA	9600	ADQ	ADQ	MN	
	Banks Crk Rd (SR 1136)	Prices Crk Rd (SR 1126)	Will Anglin Rd (SR 1119)	Yancey	0.83	18	2	9	60	35	9600	NA	NA	NA	9600	ADQ	ADQ	MN	
	Banks Crk Rd (SR 1136)	Will Anglin Rd (SR 1119)	Phipps Crk Rd (SR 1136)	Yancey	0.5	18	2	9	60	35	9600	NA	NA	NA	9600	ADQ	ADQ	MN	
	Blue Rock Rd (SR 1152)	Sycamore Cir (SR 1185)	Blue Br Rd (SR 1190)	Yancey	1.64	16	2	8	60	35	9300	700	920	920	9300	ADQ	ADQ	MN	
	Blue Rock Rd (SR 1152)	Blue Br Rd (SR 1190)	Halls Chapel Rd (SR 1169)	Yancey	1.03	16	2	8	60	35	9300	600	830	830	9300	ADQ	ADQ	MN	
	Blue Rock Rd (SR 1152)	Halls Chapel Rd (SR 1169)	Patience Park Rd (SR 1201)	Yancey	1.02	16	2	8	60	35	9300	600	830	830	9300	ADQ	ADQ	MN	
	Blue Rock Rd (SR 1152)	Patience Park Rd (SR 1201)	NC 80	Yancey	0.97	16	2	8	60	35	9300	600	830	830	9300	ADQ	ADQ	MN	
	Bolens Creek Rd (SR 1109)	Ray Mine Rd (SR 1192)	NC 197	Yancey	2.34	18	2	9	NA	35	9600	950	1300	1300	9600	ADQ	ADQ	MN	
	Bolens Creek Rd (SR 1109)	NC 197	Ray Mine Rd (SR 1192)	Yancey	1.39	18	2	9	NA	40	10000	1600	2200	2200	10000	ADQ	ADQ	MN	
	Bunville School Rd (SR 1427)	US 19	Three Quarter Crk Rd (SR 1327)	Yancey	0.29	18	2	9	NA	35	9600	1500	1600	1600	9600	ADQ	ADQ	MN	
	Bunville School Rd (SR 1427)	Three Quarter Crk Rd (SR 1327)	Upper Georges Frk Rd (SR 1142)	Yancey	0.18	18	2	9	NA	35	9600	NA	NA	NA	9600	ADQ	ADQ	MN	

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Highway

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2018 Existing System							2045 Proposed System					CTP Classification	Recommendations for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2018 Volume	2045 Volume E + C	2045 Volume with CTP	Proposed Capacity (vpd)	*Cross-Section	ROW (ft)		
	Bunsville School Rd (SR 1427)	Upper Georges Frk Rd (SR 1142)	Chestnut Hill Rd (SR 1326)	Yancey	0.27	18	2	9	NA	35	9600	NA	NA	NA	9600	ADQ	ADQ	MN	
	Bunsville School Rd (SR 1427)	Chestnut Hill Rd (SR 1326)	US 19	Yancey	0.56	18	2	9	NA	35	9600	400	600	600	9600	ADQ	ADQ	MN	
	Cane River School Rd (SR 1454)	US 19	Phipps Crk Rd (SR 1136)	Yancey	0.68	20	2	10	60	45	13600	2100	3300	3300	13600	ADQ	ADQ	MN	
	Cane River School Rd (SR 1454)	Phipps Cr Rd (SR 1136)	Cane River Ch Rd (SR 1137)	Yancey	0.43	20	2	10	60	45	13600	3600	7200	7200	13600	ADQ	ADQ	MN	
	Cane River School Rd (SR 1454)	Cane River Ch Rd (SR 1137)	US 19	Yancey	0.96	20	2	10	60	45	13600	3600	7200	7200	13600	ADQ	ADQ	MN	
	Carroll Hill Rd (SR 1134)	US 19	Possum Trot Rd (SR 1128)	Yancey	0.88	14	2	7		35	9000	150	200	200	9000	ADQ	ADQ	MN	
	Cherry Ln (SR 1139)	US 19	W Main St (SR 1428)	Burnsville	0.05	16	2	8	60	35	9300	NA	NA	NA	9300	ADQ	ADQ	MN	
	Clearmont School Rd (SR 1416)	Jacks Crk Rd (SR 1336)	NC 197	Yancey	1.16	20	2	10	NA	35	9700	1000	1100	1100	9700	ADQ	ADQ	MN	
	Coxes Creek Rd (SR 1354)	Jacks Crk Rd (SR 1336)	US 19	Yancey	3.98	16	2	8	60	35	9300	450	980	980	9300	ADQ	ADQ	MN	
	Double Island Rd (SR 1308)	Micaville Loop (SR 1186)	US 19	Yancey	0.1	18	2	9	40	35	9600	NA	NA	NA	9600	ADQ	ADQ	MN	
	Double Island Rd (SR 1308)	US 19	Baccus Siding Rd (SR 1309)	Yancey	2.01	18	2	9	40	35	9600	850	880	880	9600	ADQ	ADQ	MN	
	Double Island Rd (SR 1308)	Baccus Siding Rd (SR 1309)	Woody Rd (SR 1310)	Yancey	2.28	18	2	9	40	35	9600	600	760	760	9600	ADQ	ADQ	MN	
	Double Island Rd (SR 1308)	Woody Rd (SR 1310)	Lower Doe Bag Rd (SR 1311)	Yancey	0.78	18	2	9	40	35	9600	600	760	760	9600	ADQ	ADQ	MN	
	Double Island Rd (SR 1308)	Lower Doe Bag Rd (SR 1311)	Upper Doe Bag Rd (SR 1312)	Yancey	0.24	18	2	9	NA	35	9600	150	200	200	9600	ADQ	ADQ	MN	
	Double Island Rd (SR 1308)	Upper Doe Bag Rd (SR 1312)	Cow Br Rd (SR 1315)	Yancey	1.98	18	2	9	NA	35	9600	150	200	200	9600	ADQ	ADQ	MN	
	Double Island Rd (SR 1308)	Cow Br Rd (SR 1315)	Ridge Rd (SR 1313)	Yancey	2.87	18	2	9	NA	35	9600	550	1000	1000	9600	ADQ	ADQ	MN	
	Double Island Rd (SR 1308)	Ridge Rd (SR 1313)	Big Brush Crk Rd (SR 1317)	Yancey	0.65	18	2	9	50	35	9600	550	1000	1000	9600	ADQ	ADQ	MN	
	Double Island Rd (SR 1308)	Big Brush Crk Rd (SR 1317)	NC 197	Yancey	0.23	18	2	9	58	35	9600	550	1000	1000	9600	ADQ	ADQ	MN	
	East Main St (SR 1428)	Town Square (SR 1428)	Summit St	Burnsville	0.2	20	2	10	NA	35	9500	6100	9700	9700	9500	ADQ*	ADQ	MN	
	East Main S (SR 1428)	Summit St	Long View Rd	Burnsville	0.26	20	2	10	NA	35	9500	6100	9700	9700	9500	ADQ*	ADQ	MN	

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Highway

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2018 Existing System							2045 Proposed System					CTP Classification	Recommendations for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2018 Volume	2045 Volume E + C	2045 Volume with CTP	Proposed Capacity (vpd)	*Cross-Section	ROW (ft)		
	East Main St (SR 1428)	Long View Rd	Pensacola Rd (SR 1429)	Burnsville	0.14	20	2	10	NA	35	9500	6100	9700	9700	9500	ADQ*	ADQ	MN	
	East Main St (SR 1428)	Pensacola Rd (SR 1429)	Depot St (SR 1140)	Burnsville	0.37	20	2	10	NA	35	9500	4900	5000	5000	9500	ADQ	ADQ	MN	
	East Main St (SR 1428)	Depot St (1140)	US 19E	Burnsville	0.1	20	2	10	NA	35	9500	NA	NA	NA	9500	ADQ	ADQ	MN	
	Energyxchange Dr	Landfill Rd (SR 1440)	Dead-End	Yancey	0.41	16	2	8	NA	25	8300	NA	NA	NA	8300	ADQ	ADQ	MN	
	Ferguson Hill Rd (SR 1139)	NC 197S	US 19E	Yancey	0.96	18	2	9	60	35	9600	1000	1000	1000	9600	ADQ	ADQ	MN	
	Georges Frk (SR 1142)	US 19	McDowell Ln (SR 1208)	Yancey	0.34	18	2	9	60	35	9600	1000	1000	1000	9600	ADQ	ADQ	MN	
	Georges Frk (SR 1142)	McDowell Ln (SR 1208)	Lower Georges Frk Rd (SR 1143)	Yancey	0.19	18	2	9	60	35	9600	NA	NA	NA	9600	ADQ	ADQ	MN	
	Grindstaff Rd (SR 1154)	NC 80	Lower Browns Crk Rd (SR 1154)	Yancey	2.17	18	2	9	NA	35	9600	590	610	610	9600	ADQ	ADQ	MN	
	Hardscrabble Rd (SR 1391)	US 19	Walking Rd (SR 1453)	Yancey	0.03	16	2	8	60	35	9300	500	640	640	9300	ADQ	ADQ	MN	
	Hardscrabble Rd (SR 1391)	Walking Rd (SR 1453)	Mathis Rd (SR 1390)	Yancey	1.85	16	2	8	60	35	9300	500	640	640	9300	ADQ	ADQ	MN	
	Hardscrabble Rd (SR 1391)	Mathis Rd (SR 1390)	US 19 W	Yancey	0.59	16	2	8	60	35	9300	250	260	260	9300	ADQ	ADQ	MN	
	Hickory Springs Rd (SR 1153)	NC 80	Blue Bonnet Ln	Yancey	0.83	18	2	9	60	55	13600	1100	1800	1800	13600	ADQ	ADQ	MN	
	Hortons Creek Rd (SR 1126)	Madison County	Penland Br Rd (SR 1125)	Yancey	1.1	16	2	8	NA	55	13100	350	360	360	13100	ADQ	ADQ	MN	
	Hortons Creek Rd (SR 1126)	Penland Br Rd (SR 1125)	Indian Crk Rd (SR 1124)	Yancey	0.34	16	2	8	NA	55	13100	350	360	360	13100	ADQ	ADQ	MN	
	Hortons Creek Rd (SR 1126)	Indian Crk Rd (SR 1124)	Holcombe Br Rd (SR 1123)	Yancey	0.26	16	2	8	NA	55	13100	550	570	570	13100	ADQ	ADQ	MN	
	Hortons Creek Rd (SR 1126)	Holcombe Br Rd (SR 1123)	Prices Crk Rd (SR 1121)	Yancey	0.89	16	2	8	NA	55	13100	550	570	570	13100	ADQ	ADQ	MN	
	Hunt Dale Rd (SR 1417)	US 19	Murphytown Rd (SR 1343)	Yancey	3.06	16	2	8	60	35	9300	100	110	110	9300	ADQ	ADQ	MN	
	Hunt Dale Rd (SR 1417)	Murphytown Rd (SR 1343)	Hunt Dale Rd (SR 1340)	Yancey	0.61	16	2	8	60	35	9300	100	110	110	9300	ADQ	ADQ	MN	
	Hunt Dale Rd (SR 1340)	Hunt Dale Rd (SR 1417)	North Toe River	Yancey	0.03	20	2	10	110	55	14100	100	110	110	14100	ADQ	ADQ	MN	
	Jacks Creek Rd (SR 1336)	US 19	Roland Br Rd (SR 1368)	Yancey	0.33	18	2	9	60	35	9600	2900	4000	4000	9600	ADQ	ADQ	MN	
	Jacks Creek Rd (SR 1336)	Roland Br Rd (SR 1368)	Byrd Br Rd (SR 1356)	Yancey	3.27	18	2	9	60	35	9600	2900	4000	4000	9600	ADQ	ADQ	MN	
	Jacks Creek Rd (SR 1336)	Byrd Branch Rd (SR 1356)	Honeycutt Rd (SR 1359)	Yancey	0.46	18	2	9	60	35	9600	2900	4000	4000	9600	ADQ	ADQ	MN	

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Highway

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2018 Existing System							2045 Proposed System					CTP Classification	Recommendations for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2018 Volume	2045 Volume E + C	2045 Volume with CTP	Proposed Capacity (vpd)	*Cross-Section	ROW (ft)		
	Jacks Creek Rd (SR 1336)	Honeycutt Rd (SR 1359)	Coxes Cr Rd (SR 1354)	Yancey	0.57	18	2	9	60	35	9600	2900	4000	4000	9600	ADQ	ADQ	MN	
	Jacks Creek Rd (SR 1336)	Coxes Cr Rd (SR 1354)	Gilders Crk (SR 1358)	Yancey	0.33	18	2	9	60	35	9600	800	830	830	9600	ADQ	ADQ	MN	
	Jacks Creek Rd (SR 1336)	Gilders Crk Rd (SR 1358)	Barn Rd (SR 1357)	Yancey	0.48	18	2	9	60	35	9600	800	830	830	9600	ADQ	ADQ	MN	
	Jacks Creek Rd (SR 1336)	Barn Rd (SR 1357)	Sam J Byrd Rd (SR 1353)	Yancey	0.37	18	2	9	60	35	9600	800	830	830	9600	ADQ	ADQ	MN	
	Jacks Creek Rd (SR 1336)	Sam J Byrd Rd (SR 1353)	Clearmont School Rd (SR 1416)	Yancey	0.7	18	2	9	60	35	9600	800	900	900	9600	ADQ	ADQ	MN	
	Jacks Creek Rd (SR 1336)	Clearmont School Rd (SR 1416)	Smith Johnson Rd (SR 1337)	Yancey	1.8	18	2	9	60	35	9600	800	900	900	9600	ADQ	ADQ	MN	
	Jacks Creek Rd (SR 1336)	Smith Johnson Rd (SR 1337)	Whitson Br Rd (SR 1339)	Yancey	1.06	18	2	9	60	35	9600	200	220	220	9600	ADQ	ADQ	MN	
	Jacks Creek Rd (SR 1336)	Whitson Br Rd (SR 1340)	Toe River Rd (SR 1336)	Yancey	0.76	18	2	9	60	35	9600	200	220	220	9600	ADQ	ADQ	MN	
	Landfill Rd (SR 1461) (SR 1461)	NC 80	Landfill Rd (SR 1440)	Yancey	0.08	16	2	8	60-80	55	13100	NA	NA	NA	13100	ADQ	ADQ	MN	
	Landfill Rd (SR 1440)	Landfill Rd (SR 1461)	Energyxchange Dr	Yancey	0.58	20	2	10	NA	35	9700	500	670	670	9700	ADQ	ADQ	MN	
	Lower Browns Crk Rd (SR 1154)	NC 80S	Grindstaff Rd (SR 1154)	Yancey	0.56	18	2	9	60	35	9600	650	670	670	9600	ADQ	ADQ	MN	
	Lower Georges Frk (SR 1143)	US 19	Georges Fork Rd (SR 1142)	Yancey	0.63	18	2	9	60	35	9600	250	360	360	9600	ADQ	ADQ	MN	
	Micaville Lp (SR 1186)	NC 80S	0.15 mile west of NC 80S	Yancey	0.15	20	2	10	NA	25	9700	NA	5700	5700	9700	ADQ	ADQ	MN	
	Micaville Lp (SR 1186)	0.15 mile west of NC 80S	Double Island Rd (SR 1308)	Yancey	0.08	20	2	10	NA	45	13600	NA	5700	5700	13600	ADQ	ADQ	MN	
	Micaville Lp (SR 1186)	Double Island Rd (SR 1308)	Ransom Silvers Rd (SR 1147)	Yancey	0.08	20	2	10	NA	55	14100	4400	4500	4500	14100	ADQ	ADQ	MN	
	Micaville Lp (SR 1186)	Ransom Silvers Rd (SR 1147)	US 19	Yancey	0.25	20	2	10	NA	55	14100	4400	4500	4500	14100	ADQ	ADQ	MN	
	Pensacola Rd (SR 1429)	US 19E	E Main St (SR 1428)	Burnsville	0.1	20	2	10	NA	35	10400	3400	3500	3500	10400	ADQ	ADQ	MJ2	
	Phipps Creek Rd (SR 1136)	Banks Crk Rd (SR 1136)	Ball Rd (SR 1116)	Yancey	0.78	18	2	9	60	35	9600	1200	1300	1300	9600	ADQ	ADQ	MN	
	Phipps Creek Rd (SR 1136)	Ball Rd (SR 1116)	US 19	Yancey	1.09	18	2	9	60-150	35	9600	1200	1300	1300	9600	ADQ	ADQ	MN	
	Possum Trot Rd (SR 1128)	Carroll Hill Rd (SR 1134)	Dandelion Ln (SR 1127)	Yancey	1.22	16	2	8	NA	35	9300	NA	NA	NA	9300	ADQ	ADQ	MN	
	Possum Trot Rd (SR 1128)	Dandelion Ln (SR 1127)	US 19	Yancey	0.86	16	2	8	60	35	9300	1100	1400	1400	9300	ADQ	ADQ	MN	

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Highway

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2018 Existing System							2045 Proposed System					CTP Classification	Recommendations for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2018 Volume	2045 Volume E + C	2045 Volume with CTP	Proposed Capacity (vpd)	*Cross-Section	ROW (ft)		
	Prices Creek Rd (SR 1126)	Hortons Crk Rd (SR 1126)	Banks Crk Rd (SR 1136)	Yancey	1.47	18	2	9	NA	35	9600	1100	1100	1100	9600	ADQ	ADQ	MN	
	Prices Creek Rd (SR 1136)	Banks Creek Rd (SR 1136)	US 19E	Yancey	0.42	18	2	9	100	35	9600	2100	2600	2600	9600	ADQ	ADQ	MN	
	Prices Creek Rd (SR 1136)	Cane River Sch Rd (SR 1454)	US 19	Yancey	0.06	18	2	9	100	35	9600	1600	2100	2100	9600	ADQ	ADQ	MN	
	Scronce Crk Rd (SR 1451)	US 19	Creekside Rd (SR 1451)	Yancey	0.15	16	2	8	60	35	9300	NA	NA	NA	9300	ADQ	ADQ	MN	
	Scronce Crk Rd (SR 1395)	Creekside Rd (SR 1451)	Simms Fork Rd (SR 1396)	Yancey	1.48	16	2	8	60	35	9300	650	670	670	9300	ADQ	ADQ	MN	
	Shuford Crk Rd (SR 1156)	White Oak Rd (SR 1156)	DEAD-END	Yancey	0.62	16	2	8	60	35	9300	NA	NA	NA	9300	ADQ	ADQ	MN	
	South Main St	Town Square (SR 1428)	US 19	Burnsville	0.08	22	2	11	NA	25	9700	NA	NA	NA	9700	ADQ	ADQ	MN	
	South Toe River Rd (SR 1205)	NC 80	Sweetwater Ridge Rd	Yancey	0.93	18	2	9	60	30	9000	430	610	610	9000	ADQ	ADQ	MN	
	Sycamore Cir (SR 1185)	US 19	Blue Rock Rd (SR 1152)	Yancey	0.22	20	2	10	NA	55	14100	600	620	620	14100	ADQ	ADQ	MN	
	Sycamore Cir (SR 1185)	Blue Rock Rd (SR 1152)	US 19	Yancey	0.2	20	2	10	NA	55	14100	550	710	710	14100	ADQ	ADQ	MN	
	Toe River Rd (SR 1336)	NC 197	Long Br Rd (SR 1335)	Yancey	0.96	18	2	9	60	35	9600	750	770	770	9600	ADQ	ADQ	MN	
	Toe River Rd (SR 1336)	Long Br Rd (SR 1335)	Jacks Crk Rd (SR 1336)	Yancey	0.52	18	2	9	60	55	13600	200	220	220	13600	ADQ	ADQ	MN	
	Toe River Rd (SR 1338)	Jacks Crk Rd (SR 1336)	Whitson Br Rd (SR 1340)	Yancey	2.38	18	2	9	20	55	13600	650	670	670	13600	ADQ	ADQ	MN	
	Toe River Rd (SR 1338)	Whitson Br Rd (SR 1340)	Bryant Br Rd (SR 1341)	Yancey	0.45	18	2	9	20	55	13600	NA	NA	NA	13600	ADQ	ADQ	MN	
	Toe River Rd (SR 1338)	Bryant Br Rd (SR 1341)	Bennett Br (SR 1342)	Yancey	0.24	18	2	9	20-70	55	13600	NA	NA	NA	13600	ADQ	ADQ	MN	
	Toe River Rd (SR 1338)	Bennett Br Rd (SR 1342)	Toe River	Yancey	0.04	18	2	9	70-200	55	13600	NA	NA	NA	13600	ADQ	ADQ	MN	
	Town Square (SR 1428)	W Main St (SR 1428)	W Main St (SR 1428)	Burnsville	0.2	11	1	11	NA	20	9900	NA	NA	NA	9900	ADQ	ADQ	MN	
	Upper Georges Frk Rd (SR 1142) (SR 1142)	Burnsville Sch Rd (SR 1427)	US 19	Yancey	0.15	18	2	9	60	35	9600	750	770	770	9600	ADQ	ADQ	MN	
	West Main St (SR 1428)	US 19	Love Fox Rd (SR 1374)	Yancey	0.06	18	2	9	NA	35	9600	NA	NA	NA	9600	ADQ	ADQ	MN	
	West Main St (SR 1428)	Love Fox Rd (SR 1374)	Cherry Lane (SR 1139)	Yancey	0.16	18	2	9	NA	35	9600	5500	5700	5700	9600	ADQ	ADQ	MN	
	West Main St (SR 1428)	Cherry Lane (SR 1139)	Robertson St	Burnsville	0.29	18	2	9	NA	35	9600	7500	7700	7700	9600	ADQ	ADQ	MN	
	West Main St (SR 1428)	Robertson St	Swiss Ave	Burnsville	0.21	18	2	9	NA	35	9600	7500	7700	7700	9600	ADQ	ADQ	MN	

*Recommended shoulder width is 5' to accommodate bicyclists not 4' as shown in typical section figures.

Highway

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2018 Existing System							2045 Proposed System					CTP Classification	Recommendations for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2018 Volume	2045 Volume E + C	2045 Volume with CTP	Proposed Capacity (vpd)	*Cross-Section	ROW (ft)		
	West Main St (SR 1428)	Swiss Ave	Town Square (SR 1428)	Burnsville	0.2	18	2	9	NA	35	9600	7500	7700	7700	9600	ADQ	ADQ	MN	
	White Oak Rd (SR 1156)	Shuford Crk Rd (SR 1156)	White Oak Crk Rd (SR 1157)	Yancey	0.88	16	2	8	60	35	9300	NA	NA	NA	9300	ADQ	ADQ	MN	
	White Oak Rd (SR 1157)	White Oak Cr Rd (SR 1157)	NC 80S	Yancey	0.57	16	2	8	NA	35	9300	750	1000	1000	9300	ADQ	ADQ	MN	
	Windy Gap Rd (SR 1421)	Madison County	Grey Wolf Rd (SR 1398)	Yancey	1.43	16	2	8	NA	55	13100	650	830	830	13100	ADQ	ADQ	MN	
	Windy Gap Rd (SR 1421)	Grey Wolf Rd (SR 1398)	US 19	Yancey	0.23	16	2	8	60	55	13100	650	830	830	13100	ADQ	ADQ	MN	

An asterisk (*) in the Proposed System Cross-Section column indicates that a capacity deficiency has been identified, but no future proposal or improvement to the cross-section has been recommended for the roadway segment.

*Recommended shoulder width is 5' to accommodate bicyclists not 4' as shown in typical section figures.

INTERSECTIONS

INTERSECTIONS							
Local ID	Facility	Intersecting Facility	Jurisdiction	Existing		Proposed	
				Type	Number	Structure Status	Facility Type
YANC0014-H	US 19W	Whittington Rd (SR 1379)	Yancey			Improve	Intersection
YANC0015-H	NC 80S	South Toe School Rd (SR 1163)	Yancey			Improve	Intersection

PUBLIC TRANSPORTATION AND RAIL

PUBLIC TRANSPORTATION							
Local ID	Facility/Corridor	Section (From - To)/Location	Speed Limit (mph)	Distance (mi)	Existing	Proposed	Other Modes
					Type	Type	
YANC20001-T	Park and Ride Lot	Near Depot Street (SR 1140) and US 19E				Park and Ride	

BICYCLE AND PEDESTRIAN

BICYCLE								
Local ID	Facility/Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes
				Cross-Section		Type	Cross- Section	
				(ft)	lanes			
YANC20001-HB	US 19 West	US 19 - Cane River Sch Rd (SR 1454)	0.43	22	2	Paved Shoulder	02A	H
YANC20001-HB	US 19 West	Cane River Sch Rd (SR 1454) - Whittington Rd (SR 1379)	0.51	20	2	Paved Shoulder	02A	H
YANC20001-HB	US 19 West	Whittington Rd (SR 1379) - Langford Br Rd (SR 1381)	1.85	20	2	Paved Shoulder	02A	H
YANC20001-HB	US 19 West	Langford Br Rd (SR 1381) - Elk Shoals Crk Rd (SR 1388)	0.69	20	2	Paved Shoulder	02A	H
YANC20001-HB	US 19 West	Elk Shoals Crk Rd (SR 1388) - Hog Branch Rd (SR 1383)	2.51	20	2	Paved Shoulder	02A	H
YANC20001-HB	US 19 West	Hog Branch Rd (SR 1383) - Piney Hill Rd (SR 1385)	1.52	20	2	Paved Shoulder	02A	H
YANC20001-HB	US 19 West	Piney Hill Rd (SR 1385) - Little Creek Rd (SR 1411)	1.73	18	2	Paved Shoulder	02A	H
YANC20002-HB	US 19 West	Little Creek Rd (SR 1411) - Bent Cr Rd (SR 1413)	2.65	18	2	Paved Shoulder	02A	H
YANC20002-HB	US 19 West	Bent Creek Rd (SR 1413) - Coxes Creek Rd (SR 1354)	1.65	18	2	Paved Shoulder	02A	H
YANC20002-HB	US 19 West	Coxes Crk Rd (SR 1354) - Hunt Dale Rd (SR 1417)	1.63	18	2	Paved Shoulder	02A	H
YANC30007-HB	NC 80	McDowell County - Dovers Br Rd (SR 1164)	1.45	18	2	Paved Shoulder	02A	H
YANC30007-HB	NC 80	Dovers Br Rd (SR 1164) - Still Fork Creek Rd (SR 1164)	0.04	18	2	Paved Shoulder	02A	H
YANC30007-HB	NC 80	Still Fork Creek Rd (SR 1164) - S Toe River Rd (SR 1205)	0.73	20	2	Paved Shoulder	02A	H
YANC30006-HB	NC 80	S Toe River Rd (SR 1205) - Clear Creek Rd (SR 1199)	2.24	20	2	Paved Shoulder	02A	H
YANC30006-HB	NC 80	Clear Creek Rd (SR 1199) - Colberts Crk Rd (SR 1158)	1.26	20	2	Paved Shoulder	02A	H
YANC30006-HB	NC 80	Colberts Crk Rd (SR 1158) - White Oak Rd (SR 1157)	1.72	20	2	Paved Shoulder	02A	H
YANC30006-HB	NC 80	White Oak Rd (SR 1157) - Seven Mile Ridge Rd (SR 1167)	0.28	20	2	Paved Shoulder	02A	H

Bicycle and Pedestrian

BICYCLE								
Local ID	Facility/Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes
				Cross-Section		Type	Cross-Section	
				(ft)	lanes			
YANC30006-HB	NC 80	Seven Mile Ridge Rd (SR 1167) - Grindstaff Rd (SR 1154)	0.05	20	2	Paved Shoulder	02A	H
YANC30005-HB	NC 80	Grindstaff Rd (SR 1154) - S Toe School Rd (SR 1163)	0.44	20	2	Paved Shoulder	02A	H
YANC30005-HB	NC 80	S Toe School Rd (SR 1163) - Morning Glory Ln (SR 1207)	0.94	20	2	Paved Shoulder	02A	H
YANC30005-HB	NC 80	Morning Glory Ln (SR 1207) - Upper Browns Crk Rd (SR 1154)	0.47	20	2	Paved Shoulder	02A	H
YANC30005-HB	NC 80	Upper Browns Crk Rd (SR 1154) - Blue Rock Rd (SR 1152)	0.36	20	2	Paved Shoulder	02A	H
YANC30005-HB	NC 80	Blue Rock Rd (SR 1152) - Hickory Springs Rd (SR 1153)	2.12	20	2	Paved Shoulder	02A	H
YANC30005-HB	NC 80	Hickory Springs Rd (SR 1153) - Sam Jones Rd (SR 1148)	1.16	20	2	Paved Shoulder	02A	H
YANC30005-HB	NC 80	Sam Jones Rd (SR 1148) - Micaville Loop (SR 1186)	0.59	20	2	Paved Shoulder	02A	H
YANC30005-HB	NC 80	Micaville Loop (SR 1186) - US 19	0.23	20	2	Paved Shoulder	02A	H
YANC30004-HB	NC 80	US 19 - Stream Rd (SR 1435)	0.05	18	2	Paved Shoulder	02A	H
YANC30004-HB	NC 80	Stream Rd (SR 1435) - Ivy Hill Ridge Rd (SR 1432)	0.07	18	2	Paved Shoulder	02A	H
YANC30004-HB	NC 80	Ivy Hill Rdg Rd (SR 1432) - Deneen Rd (SR 1424)	0.05	18	2	Paved Shoulder	02A	H
YANC30004-HB	NC 80	Deneen Rd (SR 1424) - Mine Br Rd (SR 1303)	0.18	18	2	Paved Shoulder	02A	H
YANC30004-HB	NC 80	Mine Br Rd (SR 1303) - Champ Ray Rd (SR 1304)	0.18	18	2	Paved Shoulder	02A	H
YANC30004-HB	NC 80	Champ Ray Rd (SR 1304) - Presnell Hollow Rd (SR 1305)	0.82	18	2	Paved Shoulder	02A	H
YANC30004-HB	NC 80	Presnell Hollow Rd (SR 1305) - Arbuckle Rd (SR 1300)	0.7	18	2	Paved Shoulder	02A	H
YANC30004-HB	NC 80	Arbuckle Rd (SR 1300) - Landfill Rd (SR 1440)	0.11	18	2	Paved Shoulder	02A	H
YANC30004-HB	NC 80	Landfill Rd (SR 1440) - Mitchell County	0.15	18	2	Paved Shoulder	02A	H

Bicycle and Pedestrian

BICYCLE								
Local ID	Facility/Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes
				Cross-Section		Type	Cross-Section	
				(ft)	lanes			
YANC30001-B	NC 128	Blue Ridge Pkwy - DEAD-END	4.63	16	2	Paved Shoulder		
YANC30011-HB	NC 197	Pensacola Sch Rd (SR 1107) - Bolens Cr Rd (SR 1109)	1.31	18	2	Paved Shoulder	02A	H
YANC30011-HB	NC 197	Bolens Cr Rd (SR 1109) - Bee Br Rd (SR 1110)	0.16	18	2	Paved Shoulder	02A	H
YANC30011-HB	NC 197	Bee Br Rd (SR 1110) - Powell Rd (SR 1179)	1.27	18	2	Paved Shoulder	02A	H
YANC30011-HB	NC 197	Powell Rd (SR 1179) - Tooties Creek Rd (SR 1112)	1	18	2	Paved Shoulder	02A	H
YANC30011-HB	NC 197	Tooties Creek Rd (SR 1112) - Bolens Creek Rd (SR 1109)	4.06	18	2	Paved Shoulder	02A	H
YANC30011-HB	NC 197	Bolens Cr Rd (SR 1109) - Wid Smith Rd (SR 1182)	0.18	18	2	Paved Shoulder	02A	H
YANC30011-HB	NC 197	Wid Smith Rd (SR 1182) - Blue Ridge Ln	0.23	18	2	Paved Shoulder	02A	H
YANC30010-HBP	NC 197	Blue Ridge Ln - US 19	0.33	18	2	Paved Shoulder	02E	H,P
YANC30008-HB	NC 197	US 19 - Old Mine Frk Rd (SR 1330)	1.55	22	2	Paved Shoulder	02A	H
YANC30008-HB	NC 197	Old Mine Frk Rd (SR 1330) - Moonshine Mtn Rd (SR 1445)	1.23	22	2	Paved Shoulder	02A	H
YANC30008-HB	NC 197	Moonshine Mtn Rd (SR 1445) - Old Mine Frk Rd (SR 1330)	0.22	22	2	Paved Shoulder	02A	H
YANC30008-HB	NC 197	Old Mine Frk Rd (SR 1330) - Clearmont Sch Rd (SR 1416)	0.96	22	2	Paved Shoulder	02A	H
YANC30009-HB	NC 197	Clearmont Sch Rd (SR 1416) - Upper Pig Pen Rd (SR 1333)	1.6	22	2	Paved Shoulder	02A	H
YANC30009-HB	NC 197	Upper Pig Pen Rd (SR 1333) - Toe River Rd (SR 1336)	1.15	22	2	Paved Shoulder	02A	H
YANC30009-HB	NC 197	Toe River Rd (SR 1336) - Double Island Rd (SR 1308)	2.82	22	2	Paved Shoulder	02A	H
YANC30009-HB	NC 197	Double Island Rd (SR 1308) - Mitchell County	0.93	22	2	Paved Shoulder	02A	H
YANC40002-B	Bolens Creek Rd (SR 1109)	Ray Mine Rd (SR 1192) - NC 197	2.34	18	2	Paved Shoulder		

Bicycle and Pedestrian

BICYCLE								
Local ID	Facility/Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes
				Cross-Section		Type	Cross-Section	
				(ft)	lanes			
YANC40002-B	Bolens Creek Rd (SR 1109)	NC 197 - Ray Mine Rd (SR 1192)	1.39	18	2	Paved Shoulder		
YANC40003-B	Clearmont School Rd (SR 1416)	Jacks Crk Rd (SR 1336) - NC 197	1.16	20	2	Paved Shoulder		
YANC40004-B	Coxes Creek Rd (SR 1354)	Jacks Crk Rd (SR 1336) - US 19	3.98	16	2	Paved Shoulder		
YANC40005-B	Ferguson Hill Rd (SR 1139)	NC 197S - US 19E	0.96	18	2	Paved Shoulder		
YANC40006-B	Hunt Dale Rd (SR 1417)	US 19 - Murphytown Rd (SR 1343)	3.06	16	2	Paved Shoulder		
YANC40006-B	Hunt Dale Rd (SR 1417)	Murphytown Rd (SR 1343) - Hunt Dale Rd (SR 1340)	0.61	16	2	Paved Shoulder		
YANC40006-B	Hunt Dale Rd (SR 1340)	Hunt Dale Rd (SR 1417) - North Toe River	0.03	20	2	Paved Shoulder		
YANC40007-B	Jacks Creek Rd (SR 1336)	US 19 - Roland Br Rd (SR 1368)	0.33	18	2	Paved Shoulder		
YANC40007-B	Jacks Creek Rd (SR 1336)	Roland Br Rd (SR 1368) - Byrd Br Rd (SR 1356)	3.27	18	2	Paved Shoulder		
YANC40007-B	Jacks Creek Rd (SR 1336)	Byrd Branch Rd (SR 1356) - Honeycutt Rd (SR 1359)	0.46	18	2	Paved Shoulder		
YANC40007-B	Jacks Creek Rd (SR 1336)	Honeycutt Rd (SR 1359) - Coxes Cr Rd (SR 1354)	0.57	18	2	Paved Shoulder		
YANC40008-B	Jacks Creek Rd (SR 1336)	Coxes Cr Rd (SR 1354) - Gilders Crk (SR 1358)	0.33	18	2	Paved Shoulder		
YANC40008-B	Jacks Creek Rd (SR 1336)	Gilders Crk Rd (SR 1358) - Barn Rd (SR 1357)	0.48	18	2	Paved Shoulder		
YANC40008-B	Jacks Creek Rd (SR 1336)	Barn Rd (SR 1357) - Sam J Byrd Rd (SR 1353)	0.37	18	2	Paved Shoulder		
YANC40008-B	Jacks Creek Rd (SR 1336)	Sam J Byrd Rd (SR 1353) - Clearmont School Rd (SR 1416)	0.7	18	2	Paved Shoulder		
YANC40009-BP	Pensacola Rd (SR 1429)	US 19E - E Main St (SR 1428)	0.1	20	2	Paved Shoulder		P
YANC40010-B	Toe River Rd (SR 1336)	NC 197 - Long Br Rd (SR 1335)	0.96	18	2	Paved Shoulder		
YANC40010-B	Toe River Rd (SR 1336)	Long Br Rd (SR 1335) - Jacks Crk Rd (SR 1336)	0.52	18	2	Paved Shoulder		

Bicycle and Pedestrian

BICYCLE								
Local ID	Facility/Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes
				Cross-Section		Type	Cross-Section	
				(ft)	lanes			
YANC40010-B	Toe River Rd (SR 1338)	Jacks Crk Rd (SR 1336) - Whitson Br Rd (SR 1340)	2.38	18	2	Paved Shoulder		
YANC40010-B	Toe River Rd (SR 1338)	Whitson Br Rd (SR 1340) - Bryant Br Rd (SR 1341)	0.45	18	2	Paved Shoulder		
YANC40010-B	Toe River Rd (SR 1338)	Bryant Br Rd (SR 1341) - Bennett Br (SR 1342)	0.24	18	2	Paved Shoulder		
YANC40010-B	Toe River Rd (SR 1338)	Bennett Br Rd (SR 1342) - Toe River	0.04	18	2	Paved Shoulder		

PEDESTRIAN								
Local ID	Facility/Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes
				Type	Side of Street	Type	Side of Street	
YANC20001-P	US 19 East	Charlie Brown Rd (SR 1438) - West Burnsville Church Rd (SR 1375)	0.2	Sidewalk	South	Sidewalk	North	
YANC30010-HBP	NC 197	Blue Ridge Ln - US 19	0.33			Sidewalk	West	H,B
YANC50002-P	Academy St	W Main St (SR 1428) - Walnut St	0.05			Sidewalk	West	
YANC50002-P	Academy St	Walnut St - Avery St	0.03			Sidewalk	West	
YANC50002-P	Academy St	Avery St - Glendale Ave	0.03			Sidewalk	West	
YANC50003-P	Azalea Ln	N Main St (SR 1369) - Summit St	0.33			Sidewalk	South	
YANC50004-P	Bennett St	Ramsey St - E Main St (SR 1428)	0.1			Sidewalk	East	
YANC50005-P	Bowditch St	Reservoir Rd - Blue Jay Ln	0.16			Sidewalk	West	
YANC50006-P	Celo St	E Main St (SR 1428) - Long View Rd	0.22			Sidewalk	Varies	
YANC50007-P	Cooper St	W Main St (SR 1428) - West Blvd	0.05			Sidewalk	West	
YANC50007-P	Cooper St	West Blvd - US 19E	0.05			Sidewalk	West	

Bicycle and Pedestrian

BICYCLE								
Local ID	Facility/Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes
				Cross-Section (ft)	lanes	Type	Cross-Section	
YANC50008-P	Court St	W Main St (SR 1428) - West Blvd	0.05			Sidewalk	West	
YANC50009-P	East Blvd	Dead-End - Ivy St	0.06			Sidewalk	Varies	
YANC50009-P	East Blvd	Ivy St - S Main St	0.24			Sidewalk	Varies	
YANC40010-P	East Main St (SR 1428)	Long View Rd - Pensacola Rd (SR 1429)	0.14			Sidewalk	North	
YANC40010-P	East Main St (SR 1428)	Pensacola Rd (SR 1429) - Depot St (SR 1140)	0.37			Sidewalk	North	
YANC40010-P	East Main St (SR 1428)	Depot St (1140) - US 19E	0.1			Sidewalk	North	
YANC50011-P	Glendale Ave	Academy St - Edgemoor St	0.09			Sidewalk	Varies	
YANC50011-P	Glendale Ave	Edgemoor St - Swiss Ave	0.07			Sidewalk	Varies	
YANC50012-P	Hillside Dr	US 19E - W Main St (SR 1428)	0.09			Sidewalk	East	
YANC50013-P	Ivy St	E Main St (SR 1428) - Evans St	0.02			Sidewalk	Varies	
YANC50014-P	Long View Rd	E Main St (SR 1428) - Ramsey St	0.09			Sidewalk	Varies	
YANC50014-P	Long View Rd	RAMsey St - Woodlawn Ave	0.06			Sidewalk	Varies	
YANC50014-P	Long View Rd	Woodlawn Ave - Birch Ln	0.03			Sidewalk	Varies	
YANC50014-P	Long View Rd	Birch Ln - Dale St	0.17			Sidewalk	Varies	
YANC50014-P	Long View Rd	Dale St - School Circle	0.05			Sidewalk	Varies	
YANC40009-BP	Pensacola Rd (SR 1429)	US 19E - E Main St (SR 1428)	0.1			Sidewalk	West	B
YANC50015-P	Ramsey St	Long View Rd - Dale St	0.09			Sidewalk	Varies	
YANC50015-P	Ramsey St	Dale St - Bennett St	0.07			Sidewalk	Varies	

Bicycle and Pedestrian

BICYCLE								
Local ID	Facility/Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes
				Cross-Section		Type	Cross-Section	
				(ft)	lanes			
YANC50016-P	Reservoir Rd	US 19E - Bowditch St	0.13			Sidewalk	West	
YANC50017-P	Robertson St	W Main St (SR 1428) - Sunset Dr	0.14			Sidewalk	Varies	
YANC50017-P	Robertson St	Sunset Dr - W Glendale Ave	0.09			Sidewalk	Varies	
YANC50018-P	School Circle	Long View Rd - Green Mtn Dr (SR 1369)	0.13			Sidewalk	Varies	
YANC50018-P	School Circle	Green Mountain Rd (SR 1369) - McIntosh Ave	0.08			Sidewalk	Varies	
YANC50019-P	Summit St	Green Mountain Dr (SR 1369) - Azalea Ln	0.31			Sidewalk	Varies	
YANC50019-P	Summit St	Azalea Ln - E Main St (SR 1428)	0.01			Sidewalk	Varies	
YANC50020-P	Swiss Ave	W Main St (SR 1428) - Shepard Way	0.14			Sidewalk	Varies	
YANC50021-P	West Blvd	S Main St - Court St	0.06			Sidewalk	North	
YANC50021-P	West Blvd	Court St - Ray St	0.05			Sidewalk	North	
YANC50021-P	West Blvd	Ray St - Cooper St	0.04			Sidewalk	North	
YANC50022-P	West Glendale Ave	Robertson St - Laurel St	0.02			Sidewalk	Varies	
YANC50022-P	West Glendale Ave	Laurel St - Riddle St	0.05			Sidewalk	Varies	
YANC50022-P	West Glendale Ave	Riddle St - Duplin Hill Rd	0.13			Sidewalk	Varies	
YANC50022-P	West Glendale Ave	Duplin Hill Rd - Hickory Ln (SR 1139)	0.04			Sidewalk	Varies	
YANC40023-P	West Main St (SR 1428)	US 19 - Love Fox Rd (SR 1374)	0.06			Sidewalk	North	
YANC40023-P	West Main St (SR 1428)	Love Fox Rd (SR 1374) - Cherry Lane (SR 1139)	0.16			Sidewalk	North	
YANC50024-P	Westover Dr	W Main St (SR 1428) - US 19E	0.08			Sidewalk	East	

Bicycle and Pedestrian

MULTI-USE PATH								
Local ID	Facility/Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes
				Location	Cross-Section	Location	Cross-Section	
YANC0001-M	Cane River Greenway	Cane River Park/Whittington Rd (SR 1379) - Ferguson Hill Rd (SR 1139)	4.69					
YANC0002-M	Burnsville-Micaville Greenway	Georges Fork Rd (SR 1142) - Micaville Lp (SR 1186)	2.3					
YANC0003-M	South Toe River Greenway	US 19E/NC 80 - Hickory Springs Rd (SR 1153)	2.06					
YANC0004-M	Observatory Greenway	Wyatt Town Rd (SR 1307) - South Toe River	1.9					
YANC0004-M	Observatory Greenway	South Toe River - Landfill Rd (SR 1440) / Bare Dark Sky Observatory	1.18					
YANC0005-M	Micaville Greenway	Micaville Lp (SR 1186) - Observatory Greenway	0.42					

APPROVALS/RESOLUTIONS

The Yancey County CTP was adopted by Burnsville Town Council on August 3, 2021; Yancey County Commissioners on August 9, 2021; and endorsed by the High Country RPO on August 18th, 2021. The NCDOT Board of Transportation adopted the CTP on October 7, 2021.

BURNSVILLE TOWN COUNCIL
Regular Meeting - Tuesday, August 3, 2021

On Tuesday, August 3, 2021, the Burnsville Town Council with Mayor Pro-Tem Judy Buchanan, members **Bunnie McIntosh, Russell Fox** and **Denise Collier** present, held a regular meeting at the Burnsville Town Center. Also in attendance were Town staff members Heather Hockaday, Niles Howell, Brian Buchanan, Leslie Crowder, Chad Fox, and Corbin Cooper; and visitors Danny McIntosh, Jamie McMahan, Christy Jones, Pam Cook, David Graham, Lucy Doll, Jim Parlier, Joe and Karen Ventrice. Mayor Theresa Coletta was absent from the evening's meeting due to surgery. Mayor Pro-Tem Judy Buchanan, who presided, called the meeting to order at 6pm and stated that the purpose of the meeting was to conduct regular business for the month of August 2021. The meeting was streamed live for the public on the Burnsville Town Center's YouTube Channel.

Adoption of Agenda

Councilor **Bunnie McIntosh** moved to approve the agenda as presented. Councilor **Denise Collier** seconded the motion, which carried.

Public Comment

- Jannette Roland was present to discuss her water bill of more than \$1600 due to an underground water leak that was not discovered until 3 weeks later. She stated that she was at the meeting to ask for help. Town Administrator Heather Hockaday explained the water leak policy and told her to come by Town Hall and they would work on a payment plan.
- Lucy Doll informed the Council that Jim Parlier is now a resident of Burnsville.
- Former Mayor Danny McIntosh spoke about renting the Town Center. He has always felt like the Town Center is an enterprise and hopes the Council maintains the policy of everyone paying the same.

Consideration of Minutes

Minutes from a regular meeting on July 1, 2021 were considered. Councilor **Russell Fox** made a motion to approve the minutes as presented. **Bunnie McIntosh** seconded the motion, which carried. All were in agreement.

Public Hearings - There was no public hearing.

Presentations

- **Yancey County Comprehensive Transportation Plan Update** - David Graham from the High Country Council of Governments and Pam Cook from NCDOT's Transportation Planning Division were present to discuss a brief overview of the plan update. Mr. Graham described the CTP as a long range multi-modal plan with a 25-30 year planning period. It includes a transportation vision for Yancey County developed cooperatively between the NCDOT, Rural Planning Organization, and a local stakeholder steering committee. The plan incorporates existing land use and other plans previously adopted by local governments, as well as community and statewide goals and input from the steering committee and public. Modes of transportation evaluated during the CTP planning process were highway, public transportation, bicycle and pedestrian. He said the planning process, surveys and workshops resulted in 13 highway, 49 bicycle and pedestrian, and 1 public transportation project recommendation. The recommendations will serve as a basis for projects to be considered for funding in the State transportation improvement program. Mr. Graham Requested adoption of the update and hopes to

have all adoptions of the plan complete by September. After an opportunity for questions, Councilor Bunnie McIntosh moved to approve the Yancey County Comprehensive Transportation plan. Russell Fox seconded the motion, which carried. All were in agreement.

Administrator’s Update - Heather Hockaday

COVID-19 Update - Town Administrator Heather Hockaday reported that due to the Delta variant, Yancey County is now red on the State’s County Alert System as some organizations are beginning to implement stricter guidelines.

SOC with DEQ update - After a recent discussion with Keith Carpenter from Withers Ravenel, it appears that the sewer plant data collection for the application is getting close to complete. He indicated that the regional DEQ office would, in the interim before the agreement is complete, include relief on the tap moratorium with the Town seeking 50 taps. Mrs. Hockaday expects the tap moratorium to be lifted once the agreement is finalized.

West Main sewer interceptor grant update - Mrs. Hockaday said the Town is still waiting on the State to send the grant contracts and that RFQs for services were sent out and three were received back. A committee will review them on August 10th.

Water line extension to Little Leaf Farms update - The ARC grant has been submitted by Kelley Coffey of High Country. He has also begun work on the EDA and Golden Leaf grants.

Discussion of SRF State loan for water plant - Mrs. Hockaday reported that she has received news from the State Water Authority that the loan application for additional funds was approved.

Employee Handbook Vehicle Policy amendment - Recent updates to the *Vehicle and Equipment Use Policy* were needed after Town staff was made aware that the IRS does not allow Law Enforcement Officers driving marked vehicles to be charged by the mile. They have learned that it is possible for the Town to charge a flat fee. Police Chief Brian Buchanan said the change would only affect one employee and the amount was agreeable. Russell Fox made a motion to approve the *Resolution To Amend The Town Of Burnsville Employee Handbook Adopted on February 2, 2017*. Denise Collier seconded the motion, which carried. All were in agreement.

Stormwater GIS Mapping update - Mrs. Hockaday said the last of the field work should be done within a week and soon after, the information should be made available to the Town. Jessica Welborne and Public Works Director Shane Dale will discuss what form would make the data most accessible to the Town.

Mrs. Hockaday mentioned the Employee cookout and cornhole tournament on August 13th at 11:30am at Ray-Cort Park.

Tax Report - Pursuant to G.S. 105-369(a), *Tax Delinquent Report* dated July 31, 2021 was provided as an update of uncollected revenues.

Department Updates

1. Public Works - Shane Dale
 - a. OMC Pump Station update - Public Works Director Shane Dale reported that the new pumps are running well and most of the issues have been worked out. Completion of the entire project is getting very close.
 - b. Town Street Paving update - Mr. Dale said that most of the bids have been received as the Town prepares to pave several streets.

- c. Water line for new fire station - Hyatt will begin the project on the following Monday, with it expected to be complete in about a week.

Mr Dale also mentioned that preparations for the Crafts Fair were underway.

2. Finance - Leslie Crowder

- a. Finance Office Leslie Crowder began by presenting an overtime report and fiscal year end financial statement. A Budget vs. Actual dated July 31, 2021 was previously provided to Council.
- b. Fire Station paving project
 - i. Mrs. Crowder presented a change order allowing for the addition of a 2-inch asphalt surface layer to cover the previously contracted binder layer. Denise Collier made a motion to approve Change Order No. Two. Bunnie McIntosh seconded the motion, which carried.
- c. Budget amendment(s) - Mrs. Crowder presented a budget amendment adding contributions from the fire tax fund balance to the operating budget for paving at the Pineola Fire Station and an amendment increasing lines for the exact amount of ARPA funds received in July. Denise Collier made a motion to approve the budget amendments. Russell Fox seconded the motion, which carried.
- d. Project Ordinance amendment(s)
 - i. Pineola Fire Station - Russell Fox made a motion to approve the project ordinance amendment accounting for 2" surface asphalt layer. Bunnie McIntosh seconded the motion, which carried.
 - ii. OMC pump station - Russell Fox made a motion to approve the project ordinance amendment reflecting a previously approved change order. Denise Collier seconded the motion, which carried.

3. Fire Department - Niles Howell

- a. Operations - Fire Chief Niles Howell reported that the department answered 34 calls for the month. The ISO rating inspection and the inspection to occupy the new building has been tentatively scheduled for November. The department is in the midst of their annual hose testing as well.
- b. Building project update - Several tile floor projects are finished and most of the heaters have been installed. Final electric, final plumbing, and cabinetry should be completed over the next few weeks.

4. Police Department - Police Chief Brian Buchanan made activity logs available. He mentioned that a new hire had started and preparations for the Crafts Fair are ongoing

5. Zoning/Code Enforcement - Zoning Administrator Brian Buchanan reported that several projects have been discussed but no new construction has reached the permitting stage.

6. Burnsville Events

- a. Events on the Town Square - Town Clerk Chad Fox made the Council aware of a stage request for the March for Jesus event on September 11, 2021. Denise Collier made a motion to approve the stage request. Bunnie McIntosh seconded the motion, which carried. He also mentioned the postponement of the August 8, 2021 COVID-memorial.
- b. Burnsville Town Center - Town Center Manager Corbin Cooper updated the Council on recent concerts and spoke about possible cancellations due to the rise in COVID cases.

Council Members' Reports

Councilor Denise Collier reported that after discussion with Heather Hockaday about developing apprenticeship and internship programs for public works, a meeting with Mountain Heritage and Yancey County staff has been set for later in the month. They are hoping to develop a program to offer opportunities for young people to work closer to home.

Updates from Advisory Boards and Non-Profits

- Economic Development Commission - EDC Director Jamie McMahan updated the Council on a grant awarded to new downtown business Cast Iron Kitchen, the third small business grant awarded in the last year. He also mentioned the Small Business COVID Assistance Loan Program and how the EDC would like to continue the MOU with the Town, evolving it into a program for business startups.

Little Leaf Farm's draft application for permanent approval has been sent to the Army Corp of engineers as the project continues to move forward.

A kick-off meeting for a Future industrial site was had. Mr. McMahan wants to keep the Town closely involved as there will be water and sewer needs for the site.

Yancey EDC has had it's first opportunity to serve as chair for Advantage west, the organization that markets the seven county areas around Asheville for business site selection and recruitment opportunities. He mentioned efforts taken by the group to meet with site consultants and grant funders.

- Burnsville-Yancey Chamber of Commerce - Chamber Director Christy Jones updated the Council on the Crafts Fair, thanked the Town for their support, saying it couldn't happen without all of the help. The chamber will also be implementing new COVID protocols.

Mrs. Jones mentioned several promotions happening on television and a recent increase in tourism numbers.

- American Red Cross - Joseph & Karen Ventrice, community volunteer leads for the American Red Cross expressed the need for locations and sponsors for blood drives.

They asked the Town to consider facilities and events that might encourage blood donations. The Council thanked them for the work they do.

- High Country Council of Governments - Minutes from the recent meeting were available.

Closed Session - There was no closed session.

Next Town Council Meeting - September 2, 2021

Adjourn - With there being no further business, Bunnie McIntosh moved to adjourn the meeting at 7:03pm. Russell Fox seconded the motion, meeting adjourned.



J. Chad Fox, Town Clerk



Theresa Coletta, Mayor

Commissioners as they shall direct as to the status of completion of the capital project and/or the status of the budget for the capital project.

SECTION 7: Copies of this capital project ordinance shall be made available to all Yancey County staff for the purposes of direction in carrying out the completion of this capital project.

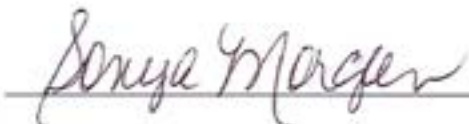
SECTION 8: This capital project ordinance is adopted on this the 9th day of August, 2021 for the purpose of setting revenues and expenditures per North Carolina General Statute 159.



Hon. Jeff Whitson, Chairman

Yancey County Board of Commissioners

Attest:



Sonya Morgan, Clerk to the

Yancey County Board of Commissioners





High Country Rural Planning Organization (RPO)

Municipalities and Counties of
Alleghany, Ashe, Avery, Mitchell, Watauga, Wilkes, and Yancey

**Serving North Carolina's High Country with Continuing, Cooperative, and
Comprehensive Transportation Planning**



Woodie Young, RTAC Chair

David Graham, Transportation Planner

David Jackson, RTCC Chair

**A RESOLUTION FOR ENDORSEMENT OF THE YANCEY COUNTY
COMPREHENSIVE TRANSPORTATION PLAN UPDATE**

WHEREAS, the Rural Transportation Advisory Committee (RTAC) is the
duly recognized transportation planning policy board for the High
Country Rural Planning Organization (RPO); and

WHEREAS, the North Carolina Department of Transportation Planning
Division and High Country RPO staff have completed the Yancey County
Comprehensive Transportation Plan Update in June 2021; and

WHEREAS, the Yancey County Comprehensive Transportation Plan
Update is consistent with local land use plans, and the High Country
RPO transportation needs and the statewide transportation plan; and

NOW, THEREFORE BE IT RESOLVED that the High Country RPO
RTAC hereby endorses the Yancey County Comprehensive
Transportation Plan Update.

A motion was made by JOHN BRADY and
seconded by CULLIE TARLETON for the endorsement of
the resolution, and upon being put to a vote was duly adopted, on this,
the 18th day of August 2021.

Woodie Young, RTAC Chair
High Country RPO

David Graham, Secretary
High Country RPO

I N D E X

BOARD OF TRANSPORTATION MEETING

October 6-7, 2021

	<u>Page No.</u>
Call to Order	3841
Ethics Statement	3841
Approval – Minutes of the September 1-2, 2021 Meeting Minutes	3856
Consideration of Projects	3864
 <u>Delegated Authority Items</u>	
Approval – Award of Highway Construction Contracts from the September 2021 Letting	3872
Approval – Award of Contracts to Private Firms for Engineering Services	3884
Approval – Funds for Secondary Road Improvement Projects – Highway Fund and Highway Trust Fund	3888
Approval – Funds for Division-wide Small Construction, Statewide Contingency,	3893
Approval – Funds for Specific Spot Safety Improvement Projects	3922
 <u>Action Items</u>	
Approval – Additions and Abandonments to State Secondary Road System	3889
Approval – Public Transportation Program	3895
Approval – Rail Program	3898
Approval – Bicycle and Pedestrian	3899
Approval – Aviation Program	3900
Approval – North Carolina Highway Trust Funds	3902
Approval – Funds for Specific Federal Aid Projects	3925
Approval – Revisions to 2020-2029 STIP	3950
Approval – Municipal and Special Agreements	3963

Approval – Municipal Street System Changes for Powell Bill Program	3980
Approval – Right of Way Resolutions and Ordinances	3981
Approval - Maintenance Allocations	4001
Approval - Submission of Comprehensive Transportation Plans for Mutual Adoption by the Board of Transportation	4010
Approval – Encroachment Agreement	4012
Adjournment	4013

September 24, 2021

MEMORANDUM TO: Board of Transportation

FROM: Transportation Planning Division

SUBJECT: Submission of the Yancey County Comprehensive Transportation Plan for Mutual Adoption by the Board of Transportation

The Transportation Planning Division has worked cooperatively with Yancey County on their Comprehensive Transportation Plan (CTP). The plan was adopted by Yancey County on August 9, 2021, and the Town of Burnsville on August 3, 2021. It was endorsed by the High Country RPO on August 18, 2021.

The plan is based on an analysis of existing and projected travel and land use, public involvement, and field investigations of recommended improvements. It is located on the web at:

https://connect.ncdot.gov/projects/planning/Pages/CTP-Details.aspx?study_id=Yancey%20County

The Transportation Planning Division recommends the mutual adoption of the Yancey County Comprehensive Transportation Plan.

Sincerely,

Jamal Alavi

Jamal Alavi, P.E.
Director, Transportation Planning Division

Attachment

CONTACT INFORMATION

Appendix A Resources and Contacts

Local Planning Organization

High Country Rural Planning Organization (www.regiond.org)

Contact the RPO for information on long-range multi-modal planning services.

468 New Market Blvd Boone, NC 28607 (828) 265-5434

North Carolina Department of Transportation (ncdot.gov)

Customer Service Office

Contact information for other units within the NCDOT that are not listed in this appendix is available by calling the Customer Service Office or by visiting the NCDOT directory:

1-877-DOT-4YOU (1-877-368-4968) <http://www.ncdot.gov/contact/>

Secretary of Transportation

<https://www.ncdot.gov/about-us/our-people/Pages/default.aspx>

1501 Mail Service Center Raleigh, NC 27699-1501 (919) 707-2800

Board of Transportation

<https://www.ncdot.gov/about-us/board-offices/boards/board-transportation/Pages/default.aspx>

1501 Mail Service Center Raleigh, NC 27699-1501 (919) 707-2820

Highway Division 13

<https://apps.dot.state.nc.us/dot/directory/authenticated/ToC.aspx>

55 Orange Street Asheville, NC 28801 (828) 251-6171

Highway Division 13 District 2 Office (Maintenance issues)

<https://apps.ncdot.gov/dot/directory/authenticated/UnitPage.aspx?id=2663>

11 Old Charlotte Highway Asheville, NC 28803 (828) 299-3747

Contact the Highway Division with questions concerning NCDOT activities within each Division.

Contact the following NCDOT divisions and units¹ for:

<u>Transportation Planning Division (TPD)</u>	Information on long-range multi-modal planning services. 1554 Mail Service Center Raleigh, NC 27699 (919) 707-0900
<u>Strategic Prioritization Office</u>	Information concerning prioritization of transportation projects. 1501 Mail Service Center Raleigh, NC 27699 (919) 707-4740
<u>Environmental Analysis Unit</u>	Information on environmental studies for projects that are included in the TIP. 1548 Mail Service Center Raleigh, NC 27699 (919) 707-6000
<u>State Asset Management Unit</u>	Information regarding the status for unpaved roads to be paved, additions and deletions of roads to the State maintained system and the Industrial Access Funds program. 1535 Mail Service Center Raleigh, NC 27699 (919) 707-2500
<u>Program Development Branch</u>	Information concerning Roadway Official Corridor Maps, Feasibility Studies and the Transportation Improvement Program (TIP). 1542 Mail Service Center Raleigh, NC 27699 (919) 707-4610
<u>Public Transportation Division</u>	Information on public transit systems. 1550 Mail Service Center Raleigh, NC 27699 (919) 707-4670
<u>Rail Division</u>	Rail information throughout the state. 1553 Mail Service Center Raleigh, NC 27699 (919) 707-4700
<u>Division of Bicycle and Pedestrian Transportation</u>	Bicycle and pedestrian transportation information throughout the state. 1552 Mail Service Center Raleigh, NC 27699 (919) 707-2600
<u>Structures Management Unit</u>	Information on bridge management throughout the state. 1581 Mail Service Center Raleigh, NC 27699 (919) 707-6400
<u>Roadway Design Unit</u>	Information regarding design plans and proposals for road and bridge projects throughout the state. 1582 Mail Service Center Raleigh, NC 27699 (919) 707-6200
<u>Transportation Mobility and Safety Division</u>	Information regarding crash data throughout the state. 1561 Mail Service Center Raleigh, NC 27699 (919) 773-2800

Other State Government Offices

Department of Commerce – Division of Community Assistance

Contact the Department of Commerce for resources and services to help realize economic prosperity, plan for new growth and address community needs.

<http://www.nccommerce.com/cd>

¹ Unit websites are hyperlinked and can also be accessed at <https://connect.ncdot.gov/Pages/default.aspx>.

DEFINITIONS AND RESOURCES

This section of the appendix provides definitions and resources used in the Comprehensive Transportation Plan and other parts of its appendix.

Resources covered in this section include:

- ✓ [Acronyms](#)
- ✓ [Facility Type Definitions](#)
- ✓ [Level of Service Definitions](#)
- ✓ [Multimodal Definitions](#)
- ✓ [Typical Sections](#)
- ✓ [Other Plans used](#)

ACRONYMS

AADT - Average Annual Daily Traffic	LEDPA - Least Environmentally Damaging Practical Alternative
AADTT - Average Annual Daily Truck Traffic	LRTP - Long-Range Transportation Plan
ACS - American Community Survey	MPO - Metropolitan Planning Organization
ADT - Average Daily Traffic	MSTA - Municipal School Transportation Assistance
AGR - Annual Growth Rate	NCDOT - North Carolina Department of Transportation
BLS - Bureau of Labor Statistics	NEPA - National Environmental Policy Act
BOT - Board of Transportation	OSBM - Office of State Budget and Management
CIA - Community Impact Assessment	PAB - Planning Area Boundary
CMAQ - Congestion Mitigation and Air Quality	PDE - Project Development Engineer
COE - Army Corps of Engineers	PDEA - Project Development and Environmental Analysis
COG - Council of Government	PE - Project Engineer
CUR - Community Understanding Report	PHFS - Primary Highway Freight System
DAQ - Division of Air Quality	PI - Public Involvement
DOT - Department of Transportation	PIP - Public Involvement Plan
DWQ - Division of Water Quality	RPO - Rural Planning Organization
FHWA - Federal Highway Administration	ROW - Right of Way
FY - Fiscal Year begins July 1st	SEPA - State Environmental Policy Act for North Carolina
GIS - Global Positioning System	STC - Strategic Transportation Corridors
G&O - Goals and Objectives	STIP - Statewide Transportation Improvement Program
HOV - High Occupancy Vehicle	TAZ - Transportation Analysis Zone
IAG - Interagency Agreement	TDM - Travel Demand Model
IMD - Integrated Mobility Division	TIP - Transportation Improvement Program
IPD - Integrated Project Delivery	TPD - Transportation Planning Division
LEP - Limited English Proficiency	VPD - Vehicles Per Day
LOS - Level of Service	
LPA - Lead Planning Agency	
LPO - Local Planning Organization	

For additional Acronyms please refer to the links section of the CTP planning website:

<https://connect.ncdot.gov/projects/planning/Pages/TransPlanManualCTP.aspx>

FACILITY TYPE AND LEVEL OF SERVICE

The NCDOT Facility Types, Control of Access, and Level of Service definitions provide descriptions for different types of roadways and how they can be categorized for ease of understanding.

Facility types and control of access definitions are primarily based on the function of the roadway, level of mobility and access, and whether the facility has traffic signals, driveways, and/or medians. Level of Service represents operating conditions and identifies desired design requirements for roadways to obtain practical capacity.

The following resources are available in this section:

- **Facility Types**
- **Control of Access**
- **Level of Service**

Summary of Facilities



- Full Access Control (A.C.)
- No driveways
- No signals
- No U-turn/left turn
- 4+ lanes w/ median
- 55+ mph

- Limited/Partial Access Control
- If Partial A.C.: Driveways must be limited and right in/out
- Signals OK if very rare (mostly rural areas)
- U-turn/Left turns limited
- 4+ lanes w/ median
- 45~60 mph



- Limited/Partial/No Access Control
- If Partial A.C.: Driveways are right-in/right-out, limited curb cuts
- Signals OK
- U-turn/left turns limited
- 4+ lanes w/ median
- 30~55 mph

- Partial/No Access Control
- Driveways OK, recommended to limit curb cuts
- Signals OK
- Left turn/U-turn freely, but can be limited
- No Median
- Center Turn Lane (CTL) OK
- 25~55 mph



- No Access Control
- Driveways OK, recommended to limit curb cuts
- Signals OK
- Left turns freely
- Median OK
- CTL OK
- 2 lanes
- 25~55 mph

- No Access Control
- Driveways OK, recommended to limit curb cuts
- Signals OK
- Left turns freely
- Median OK
- CTL OK
- 2 lanes
- 25~55 mph



NORTH CAROLINA PLANNING FACILITY TYPES COMPARISON CHART

Class		Freeways	Expressways (Multilane Divided)	Boulevards (Multilane Divided)	Multilane Major (Undivided)	Major (2 Lanes)	Minor Thoroughfares
Criteria	Mobility Access						
Functional Purpose	Mobility	High	High	Moderate	Moderate	Moderate to Low	Moderate to Low
	Access	Low	Low to Moderate	Low to Moderate	Low to Moderate	Moderate to High	Moderate to High
AASHTO Design Classification		<ul style="list-style-type: none"> • Interstate • Freeway 	Arterial	<ul style="list-style-type: none"> • Arterial • Collector 	<ul style="list-style-type: none"> • Arterial • Collector 	<ul style="list-style-type: none"> • Collector • Local 	<ul style="list-style-type: none"> • Collector • Local
Posted Speed Limit	Min	55 mph	45 mph	30 mph	30 mph	25 mph	25 mph
	Max	70 mph	60 mph	55 mph	55 mph	55 mph	55 mph
Control of Access		Full	Limited	Limited or Partial	Partial	None	None
Traffic Signals		Not Allowed	Not Allowed	Limited	Allowed	Allowed	Allowed
Driveways		Not Allowed	Two Options: <ul style="list-style-type: none"> ○ <u>Limited Control of Access</u> <ul style="list-style-type: none"> ▪ Not Allowed ○ <u>Partial Control of Access</u> <ul style="list-style-type: none"> ▪ One driveway connection per Parcel ▪ Consolidate and/or share driveways ▪ Limit access to connecting streets or service roads ▪ Right-in/Right-out 	Two Options: <ul style="list-style-type: none"> ○ <u>Limited Control of Access</u> <ul style="list-style-type: none"> ▪ Not Allowed ○ <u>Partial Control of Access</u> <ul style="list-style-type: none"> ▪ One driveway connection per Parcel ▪ Consolidate and/or share driveways ▪ Limit access to connecting streets or service roads ▪ Right-in/Right-out 	Two Options: <ul style="list-style-type: none"> ○ <u>Partial Control of Access</u> <ul style="list-style-type: none"> ▪ One driveway connection per Parcel ▪ Consolidate and/or share driveways ▪ Limit access to connecting streets or service roads ▪ Right-in/Right-out ○ <u>No Control of Access</u> <ul style="list-style-type: none"> ▪ Full movements ▪ Consolidate or share if possible 	<ul style="list-style-type: none"> ○ <u>No Control of Access</u> <ul style="list-style-type: none"> ▪ Full movements ▪ Consolidate or share if possible 	<ul style="list-style-type: none"> ○ <u>No Control of Access</u> <ul style="list-style-type: none"> ▪ Full movements ▪ Consolidate or share if possible
Cross-Section		<ul style="list-style-type: none"> • 4+ Lanes • Has Median 	<ul style="list-style-type: none"> • 4+ Lanes • Has Median 	<ul style="list-style-type: none"> • 4+ Lanes • Has Median 	<ul style="list-style-type: none"> • 4+ Lanes • No Median • Two-way left turn lane OK 	<ul style="list-style-type: none"> • 2-3 Lanes • With or without Median • Two-way left turn lane OK 	<ul style="list-style-type: none"> • 2-3 Lanes • No Median • Two-way left turn lane OK
Intersection Types	Interchange	Yes	Yes	Not Preferred	Not Preferred	Not Preferred	Not Preferred
	LCI	No	Yes	Preferred (45+ MPH)	Preferred	Not Preferred	Not Preferred
	Grade Separation	Yes	Yes	Yes	Yes	Yes	Yes

Listed in Order of Mobility Function

Adopted by the North Carolina Board of Transportation November, 2019

Full Control of Access

Connections to a facility provided only via ramps at interchanges. All cross-streets are grade-separated. No private driveway connections allowed. A control of access fence is placed along the entire length of the facility and at a minimum of 1000 feet beyond the ramp intersections on the Y lines (minor facility) at interchanges (if possible).

Limited Control of Access

Connections to a facility provided only via ramps at interchanges (major crossings) and at-grade intersections (minor crossings and service roads). No private driveway connections allowed. A control of access fence is placed along the entire length of the facility, except at intersections, and at a minimum of 1000 feet beyond the ramp intersections on the Y lines (minor facility) at interchanges (if possible).

Partial Control of Access

Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. Private driveway connections are normally defined as a maximum of one connection per parcel. One connection is defined as one ingress and one egress point. The use of shared or consolidated connections is highly encouraged. Connections may be restricted or prohibited if alternate access is available through other adjacent public facilities. A control of access fence is placed along the entire length of the facility, except at intersections and driveways, and at a minimum of 1000 feet beyond the ramp terminals on the minor facility at interchanges (if possible).

No Control of Access

Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. No physical restrictions, i.e., a control of access fence, exist. Normally, private driveway connections are defined as one connection per parcel. Additional connections may be considered if they are justified and if such connections do not negatively impact traffic operations and public safety.

GENERAL DEFINITIONS

CTP Recommendation Maps

Existing	Facilities that are not recommended to be improved.
Improve	Facilities that need to be improved for capacity, safety, operations, or system continuity. These facilities have a project recommendation in the CTP.
New Location	Facilities on new locations that are needed in the future. These facilities have project recommendations in the CTP.
Highway Incidentals	Highway Incidentals are highway proposals that include a bicycle, pedestrian, or public transit recommendations within its project proposal scope. It is denoted on non-highway recommendation maps with a “star” ★ icon.

CTP Project Sheet

Local ID	A project ID to help identify each proposals. If a TIP project number exists, it is listed as the ID. If a different code is used along a route it indicates separate projects will probably be requested. Also, upper case alphabetic characters (i.e. ‘A’, ‘B’, or ‘C’) are included after the numeric portion of the code if it is anticipated that project segmentation or phasing will be recommended.
Typical Section Options	Typical Sections are the selected “cross-sections” in long range planning that satisfy the purpose and “Identified need” for the project.
ROW	
Safety Risk Score	
Volume (AADT)	Annual Average Daily Traffic is an estimate of the average daily volume for all days of the year for all lanes of travel at a location.
Capacity	The number of vehicles that can pass a given point per day during ideal traffic conditions that can be attained. These are dependent on the target level of service.

Highway

Facility Types	Facility types are a way to categorize the roadway. The definitions are primarily based on the function of the roadway, level of mobility and access, and whether the facility has traffic signals, driveways, and/or medians. For a more detailed explanation of each facility type, see the Facility Types & Control Access Definitions document.
Freeways	<ul style="list-style-type: none"> • Functional purpose – high mobility, low access • ASHTO Design Classification: Interstate or Freeway • Posted speed – 55 mph or greater

- Type of access control – full control of access
 - Cross section – minimum four lanes with continuous median
 - Driveways: Not allowed
 - Intersecting facilities – interchange or grade separation (no signals or at-grade intersections)
- Expressways
- Functional purpose – high mobility, low to moderate access
 - ASHTO Design Classification: Arterial
 - Posted speed – 45 mph to 60 mph
 - Type of access control – limited or partial
 - Cross section – minimum four lanes with a median
 - Driveways: right-in/right-out only; direct driveway access via service roads or other alternate connections
 - Intersecting facilities – interchange, grade separation, or reduced conflict intersections
- Boulevards
(Multilane Divided)
- Functional purpose – Moderate mobility, low to moderate access
 - ASHTO Design Classification: Arterial or Collector
 - Posted speed – 30 mph to 55 mph
 - Type of access control – limited, partial, or none
 - Cross section – minimum four lanes with a median
 - Driveways: primarily right-in/right-out, some right-in/right-out in combination with median leftovers; major driveways may be full movement when access is not possible using an alternate roadway
 - Intersecting facilities – interchanges (not preferred), grade separation, or reduced conflict intersections
- Multilane Major
(Undivided)
- Functional purpose – Moderate to low mobility, High Access
 - ASHTO Design Classification: Arterial or Collector
 - Posted speed – 30 mph to 55 mph
 - Type of access control – partial
 - Cross section – minimum four lanes with no median, two way left turn lane ok
 - Driveways: right-in/right-out, limited or full access to connecting streets or service roads
 - Intersecting facilities – interchanges (not preferred), grade separation, or reduced conflict intersections
- Two Lane Major
Thoroughfares
- Functional purpose – Moderate to low mobility, High Access
 - ASHTO Design Classification: Collector or Local
 - Posted speed – 25 mph to 55 mph
 - Type of access control – none
 - Cross section – Two to three lanes, with or without a median, two way left turn lane ok

	<ul style="list-style-type: none"> • Driveways: Allowed with full movements • Intersecting facilities – interchanges (not preferred), grade separation, or reduced conflict intersections (not preferred)
Minor Thoroughfare	<ul style="list-style-type: none"> • Functional purpose – Moderate to low mobility, High Access • ASHTO Design Classification: Collector or Local • Posted speed – 25 mph to 55 mph • Type of access control – none • Cross section – Minimum two lanes without a median, two way left turn lane ok • Driveways: Allowed with full movements • Intersecting facilities – interchanges (not preferred), grade separation, or reduced conflict intersections (not preferred)
Interchange	Through movement on intersecting roads is separated by a structure. Turning movement area accommodated by on/off ramps and loops.
Bridge/Overpass	A grade separation between two facilities. Through movement on intersecting roads is separated by a structure. There is no direct access between the facilities.
Intersection	A point of where two roads intersect. Intersection improvements improve traffic flow by modifying the existing intersection.

Public Transportation and Rail

Urban Fixed Bus Corridors	<p>Transit services in urban areas that can provide local service.</p> <ul style="list-style-type: none"> • Fixed Routes – Local: provides service to every stop along the route. • Fixed Routes – Express: Does not provide service every stop along the route. • Bus on Shoulder (BOSS): Specific routes designated to bypass congested traffic areas. • Bus Rapid Transit Busways that operate in rapid transit highway corridors
Rural Fixed Bus Corridors	<p>Transit services in rural areas that can provide local service.</p> <ul style="list-style-type: none"> • Deviated Fixed Routes – A hybrid between a fixed route and demand response. Bus stops at fixed points on a schedule but can deviate between spots to go to specific locations on request.
Regional Fixed Bus Corridors	Regional services between Local and regional providers and transportation authorities.

Fixed Guideway	Any transit service that uses exclusive or controlled right-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail, monorail, trolleybus, aerial tramway, included plane, cable car, automated guideway, transit, and ferry boats.
Amtrak/Freight Route	A combined route that is used by passenger train traffic and freight train traffic.
Current railroad	Locations of railroad tracks that are either active or inactive tracks. These tracks were used for either freight or passenger service. <ul style="list-style-type: none"> • Active – rail service is currently provided in the corridor; may include freight and/or passenger service. • Inactive – right of way exists; however, there is no service currently provided; tracks may or may not exist. • Recommended – It is desirable for future rail to be considered to serve an area.
Transit Facility	A facility that denotes a junction utilized for transit services. This covers multi-modal passenger facilities as well as administrative/maintenance facilities.
Amtrak Station	A station for Amtrack passenger rail service.
Park and Ride Lot	A strategically located parking lot that provides commuters connections to transit or carpools.
Intermodal Terminal	A facility that allows more than one mode of transportation meet such as where light rail and a bus route come together in one location. (NOTE- intermodal refers to two or more modes that transfer the same cargo unit- like 40’ shipping container from ship to train or truck); multimodal is the transfer of people/cargo between two or more modes and in NC is used in public transit settings i.e. Charlotte Multimodal Station).

Bicycle and Pedestrian

Bicycle Lane or Buffered lane Facility (On-road)	A Bicycle Lane or Buffered lane is the portion of the roadway designated for preferential or exclusive use by bicyclists. Bicycle lanes are one-way facilities that typically carry bicycle traffic in the same direction as adjacent motor vehicle travel. Bicycle lanes may be enhanced with a longitudinal marked buffer area for more separation distance and are typically located in lower speed areas and/or within municipalities.
Separated Bicycle Facility (Off-road)	A facility for exclusive use by bicyclists that is located within or directly adjacent to the roadway and is physically separated from motor vehicle traffic with a vertical element. Separated bicycle facilities are typically in higher speed or rural areas both inside and outside of city and town municipal limits).
Shared Lane Marking	Pavement marking symbol used to provide a higher level of guidance to bicyclists and alert motorists of the presence of bicyclists in the roadway. A

(On-road)	shared lane marking is a bicycle accommodation and not a dedicated bicycle facility, typically within city and town municipal limits).
Paved Shoulders - for bicycles use (On-road)	Extension of pavement adjacent to the roadway. Paved shoulders are most often used on rural roadways. In addition to being used by bicyclists, paved shoulders provide temporary space for disabled vehicles. A paved shoulder is a bicycle accommodation and not a dedicated bicycle facility.
Multi-Use Path	A multi-use path is a multi-modal facility that can be used by bicyclists and pedestrians, located anywhere, functions independent of a roadway improvement, and physically separated from motorized vehicular traffic by an open space or barrier outside the roadway Right-of-way, but inside independent Rights-of-Way.
Side-Path	A side path is-modal facility that can be used by bicyclists and pedestrians constructed along a roadway, within the roadway right of way.
Sidewalk	A Sidewalk is a paved portion of the street between the curb lines or lateral lines of a roadway, and the adjacent property lines, intended for use by pedestrians.

TYPICAL SECTIONS

The typical sections listed provide a variety of options for users to choose from when entering the desired cross section for a new project in the application. Each typical section includes several data elements, such as the number of lanes, median type, and amount of right-of-way needed. These data elements are used to calculate quantitative scores for the Prioritization process, as well as calculate a planning-level cost estimate for the project.

The typical sections were developed by a team from the Strategic Prioritization Office (SPOT), Roadway Design Unit, Preliminary Estimates Section, Transportation Planning Branch, Program Development Branch, and the Enterprise Visualization Section. Please contact the Strategic Prioritization Office with any questions.

For a full list of typical sections, go to the link below:

<https://connect.ncdot.gov/projects/Roadway/RoadwayDesignAdministrativeDocuments/Highway%20Typical%20Sections%20for%20SPOT%20Online.pdf>

ADDITIONAL PLANS AND STUDIES

Existing Transportation Plans

The following CTP for areas within the county that was incorporated as a part of this plan is listed below and may be viewed on the web. Refer to this report for detailed descriptions of recommendations that were not documented as a part of this report.

2008 Yancey County and the Town of Burnsville Comprehensive Transportation Plan

(<https://connect.ncdot.gov/projects/planning/TPBCTP/Yancey%20County/2008%20Yancey%20County%20CTP%20Report.pdf>)

Since the 2021 CTP is an update of the 2008 CTP, it was the starting point. All recommendations were reviewed. All but one recommendation (Arbuckle Road) was carried forward. See the 2008 CTP for specific recommendations.

2006 Town of Burnsville Pedestrian Plan

(<https://connect.ncdot.gov/municipalities/PlanningGrants/Documents/Burnsville%20Ped%20Plan.pdf>)



YANCEY COUNTY
COMPREHENSIVE
TRANSPORTATION PLAN

