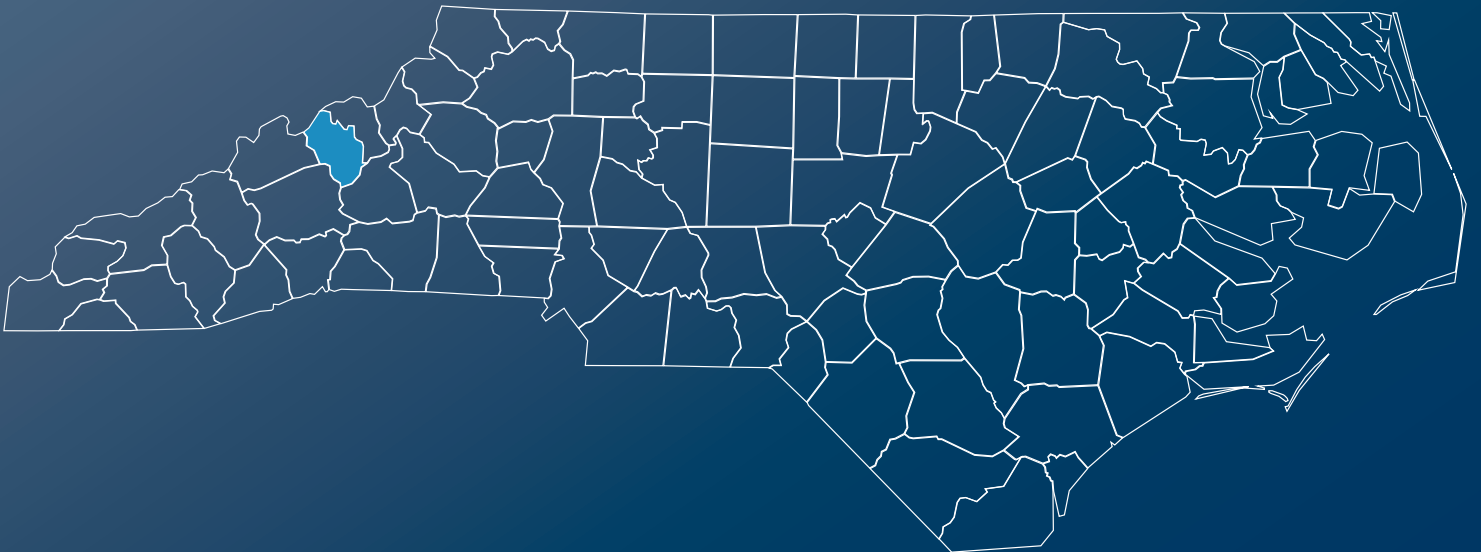


YANCEY COUNTY

COMPREHENSIVE TRANSPORTATION PLAN



NOVEMBER 2021

ACKNOWLEDGEMENTS

Thank you to the Yancey County Comprehensive Transportation Plan (CTP) Steering Committee, the High Country RPO staff, local residents, Mt. Mitchell Staff, EMS workers, and all others who provided input and review in the development of this plan.

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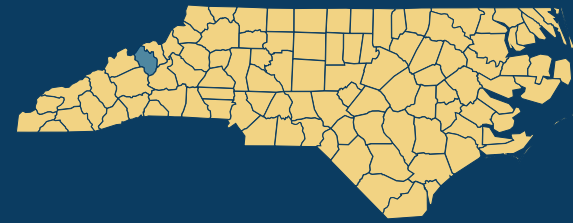
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EXECUTIVE SUMMARY

In December 2019, the Transportation Planning Division of the North Carolina Department of Transportation (NCDOT), Yancey County, Burnsville, and the High Country Rural Planning Organization began a Comprehensive Transportation Plan (CTP) study for Yancey County.



The Yancey County CTP is a “needs-based” plan that represents a community’s consensus on their future transportation system to support anticipated growth and development over a 25-30 year timeframe. Modes of transportation evaluated as part of this plan: highway, public transportation and rail, bicycle, and pedestrian. The Yancey County CTP was adopted locally and by the NC Board of Transportation in 2021.

This plan does not cover routine maintenance or minor operations issues. Refer to the [Appendix document](#) for these types of issues.

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

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**

STUDY APPROACH

1. Development of Goals and Objectives
2. Data compilation and collection
3. Data analysis
4. Identification of multimodal transportation deficiencies and CTP Project Proposals
5. Local and NCDOT adoption

ANALYSIS AND PUBLIC INPUT

Key Types of Meetings and Public Input:

367
Total number of survey respondents

679
Survey Comments

71%
Participants 45 years or older

28%
Participants between 18 and 44 years old


>60%
Over 60% of survey participants desire greenway type facilities.

35%
of survey participants ranked “Safety” as the top concern.


See [Chapter 2](#) for more on this topic and other aspects of existing conditions.

SIGNIFICANT PROJECT PROPOSALS


These are some of the major CTP Projects of the Study Area Comprehensive Transportation Plan. These are not listed in any priority order and more information can be found in Chapter 3 and the [Appendix Document](#).




Add sidewalk along the north side of US 19E from West Burnsville Church Rd (SR 1375) to Charlie Brown Rd (SR 1438).




Modernization of NC 197 with paved shoulders to accommodate bicyclists. Add sidewalk from US 19E to Blue Ridge Lane.



Construct a new park and ride lot near US 19E and Depot Street (SR 1140).



New greenway connecting Cane River Park, Cane River Middle School, Blue Ridge Elementary School, Mountain Heritage High School and the town of Burnsville.



Modernization of NC 80 with paved shoulders to accommodate bicyclists.

PROJECT SHEETS

13 CTP Project Sheets can be found in the [Appendix document](#). They feature individual project maps and other details.

APPROVALS

- Local Adoptions:
- Rural Planning Organization endorsement:
- North Carolina Board of Transportation adoption:

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

Chapter ONE

Introductions and Overview

The Comprehensive Transportation Plan is North Carolina’s multi-modal long-range transportation plan. The CTP is “needs-based” and represents a community’s consensus on the future transportation system to support anticipated growth and development over a 25-30-year timeframe.

PURPOSE AND OVERVIEW

This plan was developed by a CTP steering committee comprised of NCDOT, High Country Rural Planning Organizations (RPO), and local planning partners.

The CTP supports the community’s adopted vision and goals by integrating land use and transportation planning. This plan should be utilized by local officials to ensure that planned transportation facilities reflect the needs of the public, while minimizing the disruption to local residents, businesses and environmental resources. The CTP process has been designed to provide useful information into the project development process.

VISION

The CTP vision, goals and objectives are developed as part of the public involvement process and help identify how the people within an area would like to develop the transportation system.

When starting a CTP study, a Steering Committee is formed that is made up of individuals who represent the various needs, issues and populations of the community. The Committee develops the draft vision, goals, objectives, and performance measures which are further refined with input from citizens, and then used to guide the development of the CTP.

STUDY GOALS AND OBJECTIVES



A SAFE TRANSPORTATION SYSTEM

- Provide off-road alternatives for cyclists to key destinations



AN ACCESSIBLE TRANSPORTATION SYSTEM

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



A MULTI-MODAL TRANSPORTATION SYSTEM

- Opportunity to bicycle safely to schools
- Alternative mode options to safely access key destinations



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



CONNECT RESIDENTS AND VISITORS REGIONALLY FOR MULTIPLE MODES

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

STATE AND FEDERAL POLICIES AND PLANS

This section outlines some of the important state and federal policies and plans that were considered while developing the Yancey County CTP. See the [Appendix document](#) for an outline of the CTP requirements. **Please click on any item in the following list for more information:**

Complete Streets

Multimodal Statewide Freight Plan

N.C. Planning Facility Types

N.C. General Statute 136-66.2

N.C. Moves 2050 Plan

Statewide Logistics Plan

Strategic Transportation Corridors

Strategic Transportation Investments

North Carolina Planning Facility Types

Title VI in Public Involvement

LOCAL POLICIES AND PLANS

This section outlines some of the important local policies and plans that were considered while developing the Yancey County CTP. **Please click on any item in the following list for more information:**

[Yancey County, NC Strategic Economic Development Plan 2019¹](#)

[2007 Town of Burnsville Comprehensive Pedestrian Plan²](#)

[2014 High Country Bike Plan³](#)

[2008 Yancey County and the Town of Burnsville CTP⁴](#)

[High Country Regional Trail Plan⁵](#)

¹ [https://yanceyedc.org/assets/yancey-ed-plan-final-\(1\).pdf](https://yanceyedc.org/assets/yancey-ed-plan-final-(1).pdf)

² <https://connect.ncdot.gov/municipalities/PlanningGrants/Documents/Burnsville%20Ped%20Plan.pdf>

³ <https://connect.ncdot.gov/municipalities/PlanningGrants/Pages/Regional-Bicycle-Plans.aspx>

⁴ <https://connect.ncdot.gov/projects/planning/TPBCTP/Yancey%20County/2008%20Yancey%20County%20CTP%20Report.pdf>

⁵ <https://trails.nc.gov/documents/high-country-regional-trail-plan>

THIS PLAN FEATURES:



A thorough analysis of current conditions and public feedback regarding vehicular, walking, and bicycling



Supporting documentation of the recommendations



A list of recommendations



A comprehensive, recommended transportation network

CTP PROCESS SUMMARY

The development of this Plan was open and participatory, with area residents providing input through committee meetings, public comment forms, and an online input survey. The overall process and timeline are summarized in the list below:

SPRING 2020

Begin analyzing existing conditions and initiate committee meetings and public outreach;

SUMMER 2020

Public outreach through online and paper surveys;

FALL 2020

Refine Vision, Goals and Objectives based on public survey input, and begin development of the draft plan;

WINTER 2020

Complete draft plan and collect draft plan feedback from stakeholders and the public;

SPRING 2021

Revise draft plan, produce final plan. Local adoption, RPO endorsement and NCDOT adoption.

Chapter TWO

Existing and Future Conditions

This chapter summarizes the current and future conditions of the transportation system in Yancey County.

To meet future travel demand, reliable forecasts of future travel patterns are needed to estimate congestion.

For highways, this is usually accomplished mainly through a capacity deficiency analysis (which is a measure of how the facility is operating) and a traffic crash 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.



Yancey County Chamber of Commerce

PUBLIC INVOLVEMENT SUMMARY

Public involvement is a key element in the transportation planning process.

Public input was an overarching component of this plan, collected through multiple avenues and outlets. This plan will affect those who live, work, own a business, play and enjoy leisure activities in Yancey County. Feedback from the public guided the creation of this plan's CTP project proposals. A full summary of public outreach can be found in the [Appendix document](#).

Throughout the course of the study, the NCDOT Transportation Planning Division cooperatively worked with the Yancey County CTP Steering Committee. The committee provided information on current local plans, developed transportation vision and goals, discussed transportation vision and goals, discussed population and employment projections, and developed [CTP project proposals](#).

COMMUNITY UNDERSTANDING

In order to gain a better understanding of the community, a Community Understanding Report (CUR) was completed by the High Country RPO and NCDOT with input from the steering committee. This report summarized information about Yancey County such as population, employment, expected growth areas, schools, and varying transportation methods. For more details, see the CUR in the Community Understanding section of the [Appendix document](#).

TYPES OF STAKEHOLDER INVOLVEMENT USED

The project team set a goal to reach as many residents as possible and hear from diverse communities and stakeholders. Equal opportunities regardless of race, color, national origin, limited English proficiency, income, sex, age or disability were provided during the development of the CTP. For more information on the Title VI Nondiscrimination program, visit: <https://www.ncdot.gov/initiatives-policies/access-for-all/nondiscrimination-program/Pages/default.aspx>

The Yancey County CTP outreach included Spanish options of surveys and fliers. Surveys were available online, through mobile and by paper. Outreach and advertisements for public involvement occurred around the county, in local shops, libraries, newspaper, and other commonly used facilities.

More information is in the [Appendix document](#).

The following were used to reach out to stakeholders and the general public:

- CTP Steering Committee
- Committee Meetings
- Study Website
- Yancey County CTP Survey online and paper, English and Spanish
- Press Releases
- Coverage in local newspapers
- Yancey County Website Announcements
- Draft and Final Plan Presentations
- Public Meetings

WHAT WE HEARD



Bicycle & Pedestrian

“Better access to bike/pedestrian facilities and **more choices** will help Yancey County with moving forward.”

“The roads are fairly safe for driving, but I would be **really uncomfortable walking or riding my bike.**”

“We need more sidewalks and bike lanes.”

“**Crossing U.S. 19E** can be tricky for a pedestrian on the east and west ends of town.”



Public Transit

“People without cars have **very limited transportation options**, The van system needs to be better supported.”

“There is not enough funding here for **public transit.**”

COMMUNITY DEMOGRAPHIC / LAND USE TRENDS

In the development of this plan, the timeframe of 2018-2045 was used to project travel demand. Growth in Yancey County is expected to occur primarily along the US 19E Corridor.

Year	Population	Year	Employment
2018	18,455	2018	3,490
2045 <i>Projected</i>	23,200	2045 <i>Projected</i>	5,800

The Town of Burnsville approved the socioeconomic data projections on October 1, 2020, and the Yancey County Commissioners approved the projections on October 12, 2020. More information can be found in the [Appendix document](#) of the methodology that was used to project the population and employment to 2045.

The majority of Yancey County’s existing land use is residential and federal and state park lands. Mount Mitchell State Park was the first state park established in North Carolina and occupies a significant portion of the county south of U.S. 19E and east of N.C. 128 and N.C. 197. Originally 1,946 acres, 2,744 acres has recently been added to the state park increasing the park to approximately 4,690 acres (7.3 square miles). The Pisgah National Forest also has portions in the northwestern portion of Yancey County. The Blue Ridge Parkway is along the south and east part of the county. Altec and Glen Raven Mills are large industrial employers in the area.

In 2017, Yancey County had 369 farm operations spread across 30,284 acres. In addition, Little Leaf Farmers Subsidiary plans to build a greenhouse complex in Burnsville off U.S. 19E that will provide approximately 100 jobs.

TRANSPORTATION NETWORK SUMMARY

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. Roadway deficiencies may result from inadequacies in pavement widths, intersection geometry or intersection controls.

This table shows a summary of the transportation network. More detail, if applicable, can be found elsewhere in the chapter.

Primary North-South Roadways	📍 N.C. 80 📍 N.C. 197 📍 U.S. 19W
Primary East-West Roadways	📍 U.S. 19/19E
Strategic Transportation Corridors	📍 None
Public Transportation Services (Deviated fixed routes)	📍 Yancey County Transportation Authority (YCTA)
Fixed Route Bus	📍 Deviated fixed routes
General Aviation Airports	📍 None in planning area. Closest general aviation airports are Avery County Morrison Field airport and Foothills Regional Airport in Morganton with Asheville Regional Airport in Asheville NC the closest primary airport.
Park and Ride Lots	📍 None
Freight Railroads	📍 CSX crosses into Yancey for 5.4 miles along Mitchell County/Yancey County line.
Passenger Railroads	📍 None
Primary Freight Movement	📍 Truck is primary mode along U.S. 19E and N.C. 197
Sidewalks	📍 Most located in and near downtown area of Burnsville and U.S. 19E.
Bicycle Lanes	📍 Along U.S. 19E
Statewide Bicycle Routes	📍 NC Bike Route #2 that follows the Blue Ridge Parkway
Greenways	📍 None
Ferries	📍 None

HIGHWAY ANALYSIS SUMMARY

Each mode of travel covered by a comprehensive transportation plan – highway, transit and bicycle/ pedestrian – has been independently analyzed for both current and forecast conditions.

Roadway System Capacity Deficiencies

Comparing roadway demand (vehicles volumes) to roadway supply (carrying capacity) is one of the primary measures of roadway performance.

Capacity Deficiencies occur when the traffic volume of the roadway approach or exceeds the roadway’s capacity. The analysis assumes funded 2020-2029 Transportation Improvement Program projects:

R-2519

Widen to multi-lanes from SR 1336 Jack’s Creek Road) to multi-lanes west of Spruce Pine (includes B-3268) – Under Construction – Assumed complete in base year for this study since the project was almost complete at start of this study.

TA-6723

Yancy County Transit Facility – Construction Year 2021 – Local funding provided by Yancey County.



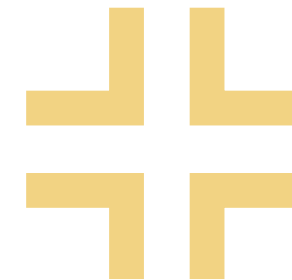
Major Highway Capacity Deficiencies In Yancey County

With the completion of improvements to U.S. 19E to a 4-lane divided facility through the entire county, there are no other capacity deficiencies in Yancey County.

Refer to the [Appendix document](#) for existing and future capacity deficiencies.

Intersection Assessment

Several intersections were identified as needing some type of improvement based on concerns expressed through public outreach during the development of the Yancey County CTP.



The major intersections identified for improvement in the CTP are:

📍 **U.S. 19W and Whittington Rd. (SR 1379)**

📍 **N.C. 80 and South Toe School Rd. (SR 1163)**

Traffic Crash Assessment

The most recent planning level crash data was available for 2012-2016. During this period, a total of 11 intersections and 54 roadway sections were identified as having a high frequency of crashes.

The locations with the highest number of crashes were all along U.S. 19E, N.C. 80, and N.C. 197. The improvements completed along U.S. 19E since 2016 should aid in decreasing crashes along this facility. See the [Appendix document](#) for more traffic crash assessment information.

High Frequency Crashes



11

Intersections

54

Roadways

To request a more detailed analysis for any of these locations, or other intersections of concern, contact the Division Traffic Engineer. Information can be found in the [Appendix document](#).

Bridge Deficiency Assessment

Twenty-four structurally deficient and functionally obsolete bridges were identified on roads evaluated as part of the CTP. Of these, none are scheduled for improvement in the 2020 STIP. However, 9 occur along roadways recommended for improvement in the CTP.

Refer to the [Appendix document](#) for more detailed bridge deficiency information.



24
Bridges

BICYCLE AND PEDESTRIAN ANALYSIS SUMMARY

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

The 2007 Town of Burnsville Comprehensive Pedestrian Plan and 2014 High Country Bike Plan were considered in the development of the CTP. Key destinations identified by the CTP Steering Committee include schools, County and Burnsville town offices, medical facilities, Mt. Mitchell State Park, local parks and recreation centers, major employers, grocery stores and the library. For a complete list of the destinations identified see the [Appendix document](#).

U.S. 19E separates most of the commercial businesses, such as grocery stores and shopping, from downtown and most in-town residences. Many of the roads that serve residential areas inside Burnsville have low traffic volumes and low speeds, and the cost of installing sidewalks or bicycle lanes may outweigh the benefits of installation.

In Burnsville, existing sidewalks are concentrated in the downtown area and along U.S. 19E. Terrain makes it difficult to have sidewalks on both sides of a road in many locations. Key gaps include a final connection to the Yancey County Public Library, Parkway Playhouse, the Old Burnsville Gym, and Kid Mountain Park. Some of the most widely used facilities in Burnsville include U.S. 19E, North Main Street, South Main Street, East Main Street, West Main Street, and Pensacola Road (N.C. 197). Local desire is to connect with the expansion of Mount Mitchell State Park along N.C. 80 and U.S. 19E.

U.S. 19E recently added bicycle lanes throughout Yancey County.



PUBLIC TRANSPORTATION ANALYSIS SUMMARY



The Yancey County Transportation Authority (YCTA) 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.

Regional Transportation
(systems of 2 or more contiguous counties)

None. But trips can be scheduled through YCTA for medical trips to Asheville, Hendersonville, Bakersville, and Spruce Pine/Celo. Also, during the summer, shuttle service is provided to and from Asheville Regional Airport

Urban Transportation
(provide both urban and rural transportation)

None

Regional Urban Transportation
(Operate in 3 areas of the state and connect multiple municipalities and counties)

None

Intercity Transportation
(Greyhound and Amtrak)

None

RAIL

Currently, there is no passenger rail service in Yancey County. Freight service is provided by CSX in the area, but it runs along the border of Mitchell and Yancey counties and only crosses into Yancey County for 5.4 miles. There are no railroad crossings in Yancey County.

There are no current plans for industrial or commercial development that may use rail services in the future. There are no proposed freight or passenger rail lines proposed in the NCDOT Comprehensive State Rail Plan.





AIRPORTS

There are no public airports in Yancey County, however, there are several airports in the region. There is a privately owned airport, Mountain Air Airport, 6 miles southwest of Burnsville off Phipps Creek Road (SR 1136)/Ball Road (SR 1116)/Mountain Air Drive). The chart below shows Publicly Owned General Airports less than 75 miles from Yancey County, and the closest Passenger Service Airport and International airport.



Type of Airport | Publicly Owned General Airport
Name | Foothills Regional Airport
Location | Morganton, N.C.
Distance from Yancey County | 63 miles

Type of Airport | Passenger Service Airport
Name | Asheville Regional Airport
Location | Asheville, N.C.
Distance from Yancey County | 49 miles

Type of Airport | Publicly Owned General Airport
Name | Morrison Field
Location | Avery County, N.C.
Distance from Yancey County | 20 miles

Type of Airport | International Airport
Name | Charlotte Douglas International Airport
Location | Charlotte, N.C.
Distance from Yancey County | 115 miles

GOODS MOVEMENT / FREIGHT

Major generators of goods within Yancey County are Altec and Glen Raven. While these two companies are the largest in the county, there are numerous smaller manufacturing firms and plans by several larger firms, e.g. Little Leaf Farms to move to the area. The recent conversion of US 19 into a four-lane divided highway traversing the entire county from east to west, provides good connection to Interstate 26. According to the [2019 Yancey County Strategic Economic Development Plan](#)⁶, the majority of suitable land for future industrial development is along the US 19 corridor.



Based on the data, the majority of truck freight movement utilized the following roadways:

📍 U.S. 19
 📍 U.S. 19W

📍 N.C. 197 North of U.S. 19E
 📍 N.C. 80

Most freight generators and shippers are clustered along the U.S. 19 corridor.

⁶ [https://yanceyedc.org/assets/yancey-ed-plan-final-1\).pdf](https://yanceyedc.org/assets/yancey-ed-plan-final-1).pdf)

Chapter THREE

CTP Project Proposals

Each mode of travel included in the Yancey County Comprehensive Transportation Plan (Highway, Bicycle, Pedestrian, and Public Transportation and Rail) have been independently analyzed for current and future conditions.



Projected 2045 needs for each mode of transportation were analyzed and project proposals developed through consideration of benefits and potential impacts through an extensive public engagement process. The results of this analysis are found in Figure 1.



NCDOT PROJECT DELIVERY PROCESS

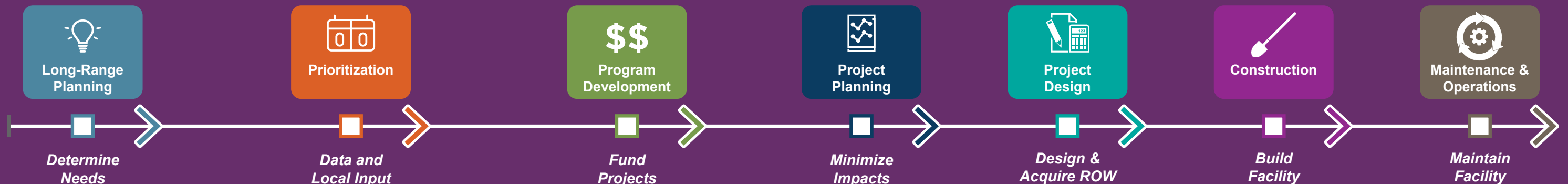
Years of extensive planning, study, and work occur before NCDOT ever begins building a roadway. The process, known as the Project Development Process, begins with NCDOT assisting municipalities and regions develop Comprehensive Transportation Plans, which are long-range plans that identify area transportation needs and priorities.

Once a project is programmed for funding, NCDOT initiates studies, and the project enters into the Environmental Analysis and Development phase—a process that includes getting feedback from the public and analyzing how a proposed road might affect people living and working in the area as well as its impact on the environment.

Once development is complete and engineers have determined the final design, how and exactly where a road will be built, NCDOT begins acquiring any necessary property to accommodate the project and then awards a construction contract (“Let”). Afterwards, construction begins.

The typical NCDOT Project Delivery Process is shown in the figure below.

NCDOT PROJECT DELIVERY PROCESS



CTP PROJECT RECOMMENDATIONS LIST

The following list contains information about the Yancey County recommendations which represents an agreement of an identified transportation deficiency and a potential solution to address the deficiency.

While the CTP does propose recommended solutions, it may not represent the final location or cross section associated with the improvement and may change over time. It is the responsibility of local communities to help protect transportation corridors for new location facilities.

The list shown below is not in any priority order.







CTP MAPS

The mutually adopted Yancey County CTP Maps are found in Figure 1. Definitions of terms on these maps can be found in the Appendix document. The maps included are:






- 1 **Systems Map;**
- 2 **Highway Map;**
- 3 **Bicycle and Pedestrian Map;**
- 4 **Public Transportation and Rail Map.**



Yancey County Highway Project Recommendations








- 1** **US 19 W:** 
From US 19E to Little Creek Rd (SR 1411) | 9.24 miles
Modernize to 12-ft lanes with 5-ft paved shoulders.
- 2** **US 19 W:** 
From Little Creek Rd (SR 1411) to Hunt Dale Rd (SR 1417) | 5.93 miles
Modernize to 12-ft lanes with 5-ft paved shoulders.
- 3** **US 19 W:**
From Hunt Dale Rd (SR 1417) to Tennessee State line | 6.88 miles
Modernize to 11-ft lanes with 4-ft paved shoulders.
- 4** **NC 80:** 
From US 19E to Mitchell County line | 2.31 miles
Modernize to 12-ft lanes with 5-ft paved shoulders.
- 5** **NC 80:** 
From US 19E to Seven Mile Ridge Rd (SR 1167) | 6.31 miles
Modernize to 12-ft lanes with 5-ft paved shoulders.
- 6** **NC 80:** 
From Seven Mile Ridge Rd (SR 1167) to South Toe River Rd (SR 1205) | 5.55 miles
Modernize to 12-ft lanes with 5-ft paved shoulders.
- 7** **NC 80:** 
From South Toe River Rd (SR 1205) to McDowell County line | 2.22 miles
Modernize to 12-ft lanes with 5-ft paved shoulders.









Highway Class:  Congestion  Access Management  Modernization  Other (Safety, etc.)  Bridge/Intersection

- 8** **NC 197:** 
From US 19E to Clearmont School Rd (SR 1416) | 3.96 miles
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.
- 9** **NC 197:** 
From Clearmont School Rd (SR 1416) to NC 226 (Mitchell Co) | 6.5 miles
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.
- 10** **NC 197 / Pensacola Rd:**  
From US 19E to Blue Ridge Ln | 0.33 miles
Modernize to 11-ft lanes with 5-ft bike lane and sidewalk from US 19E to Blue Ridge Lane.
- 11** **NC 197:** 
From Blue Ridge Ln to Cattail Creek Rd (SR 1102) | 8.21 miles
Modernize to 12-ft lanes with 5-ft paved shoulders.
- 12** **NC 197:**
From Cattail Creek Rd (SR 1102) to Ewart Wilson Rd (SR 1100) | 2.01 miles
Modernize to 11-ft lanes with 4-ft paved shoulders.
- 13** **NC 197:**
From Ewart Wilson Rd (SR 1100) to Buncombe County line | 5.26 miles
Modernize to 11-ft lanes with 4-ft paved shoulders.

Highway Class:  Congestion  Access Management  Modernization  Other (Safety, etc.)  Bridge/Intersection

 **Yancey County**
Bicycle and Pedestrian Project Recommendations

- 1** ★ **US 19 W:** 
From US 19E to Little Creek Rd (SR 1411) | 9.24 miles
Modernize to 12-ft lanes with 5-ft paved shoulders.
- 2** ★ **US 19 W:** 
From Little Creek Rd (SR 1411) to Hunt Dale Rd (SR 1417) | 5.93 miles
Modernize to 12-ft lanes with 5-ft paved shoulders.
- 3** ★ **NC 80:** 
From US 19E to Mitchell County line | 2.31 miles
Modernize to 12-ft lanes with 5-ft paved shoulders.
- 4** ★ **NC 80:** 
From US 19E to Seven Mile Ridge Rd (SR 1167) | 6.31 miles
Modernize to 12-ft lanes with 5-ft paved shoulders.
- 5** ★ **NC 80:** 
From Seven Mile Ridge Rd (SR 1167) to South Toe River Rd (SR 1205) | 5.55 miles
Modernize to 12-ft lanes with 5-ft paved shoulders.
- 6** ★ **NC 80:** 
From South Toe River Rd (SR 1205) to McDowell County line | 2.22 miles
Modernize to 12-ft lanes with 5-ft paved shoulders.
- 7** **NC 128:** 
From Blue Ridge Pkwy to Dead End | 4.63 miles
Add 5-ft paved shoulders to accommodate cyclists.

- 8** ★ **NC 197:** 
From US 19E to Clearmont School Rd (SR 1416) | 3.96 miles
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.
- 9** ★ **NC 197:** 
From Clearmont School Rd (SR 1416) to NC 226 (Mitchell Co) | 6.5 miles
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.
- 10** ★ **NC 197 / Pensacola Rd:** 
From US 19E to Blue Ridge Ln | 0.33 miles
Modernize to 11-ft lanes with 5-ft bike lane and sidewalk from US 19E to Blue Ridge Lane.
- 11** ★ **NC 197:** 
From Blue Ridge Ln to Cattail Creek Rd (SR 1102) | 8.21 miles
Modernize to 12-ft lanes with 5-ft paved shoulders.
- 12** **Bolens Creek Rd (SR 1109):** 
From NC 197 to NC 197 | 3.73 miles
Add 5-ft paved shoulders to accommodate cyclists.
- 13** **Clearmont School Rd (SR 1416):** 
From Jacks Creek Rd (SR 1336) to NC 197 | 1.16 miles
Add 5-ft paved shoulders to accommodate cyclists.
- 14** **Coxes Creek Rd (SR 1354):** 
From Jacks Creek Rd (SR 1336) to US 19W | 3.98 miles
Add 5-ft paved shoulders to accommodate cyclists.
- 15** **Ferguson Hill Rd (SR 1139):** 
From NC 197 to US 19E | 0.96 miles
Add 5-ft paved shoulders to accommodate cyclists.

- 16

Hunt Dale Rd (SR 1417, SR 1340):

From US 19W to Hunt Dale Rd (SR 1340) bridge over North Toe River | 3.7 miles

Add 5-ft paved shoulders to accommodate cyclists.
- 17

Jacks Creek Rd (SR 1336):

From US 19E to Coxes Creek Rd (SR 1354) | 4.63 miles

Add 5-ft paved shoulders to accommodate cyclists.
- 18

Jacks Creek Rd (SR 1336):

From Coxes Creek Rd (SR 1354) to Clearmont School Rd (SR 1416) | 1.88 miles

Add 5-ft paved shoulders to accommodate cyclists.
- 19

Pensacola Rd (SR 1429):

From existing sidewalk north of US 19E to E Main St (SR 1428) | 0.1 miles
- 20

Toe River Rd (SR 1338):

From Green Mountain Rd (SR 1338) to NC 197 | 4.59 miles

Add 5-ft paved shoulders to accommodate cyclists.
- 21

US 19E:

From West Burnsville Church Rd (SR 1375) to Charlie Brown Rd (SR 1438) | 0.2 miles

Add sidewalk along the north side to traffic signal at Charlie Brown Rd for safer crossing of US 19E.
- 22

Academy St:

From W Main St (SR 1428) to Glendale Ave | 0.11 miles

Add sidewalk along the west side.
- 23

Azalea Ln:

From N Main St (SR 1369) to Summit St | 0.33 miles

Add sidewalk along the south side.

Bike/Ped Class: ■ Bicycle ■ Pedestrian ■ Bike and Ped ■ Multiuse Path ● Bike/Ped Bridge
 ★ Denotes Highway Incidental

- 24

Bennett St:

From E Main St (SR 1428) to Ramsey St | 0.1 miles

Add sidewalk.
- 25

Bowditch St:

From Reservoir Rd to Sav-Mor Food | 0.16 miles

Add sidewalk along the west side.
- 26

Celo St:

From Long View Rd to E Main St (SR 1428) | 0.22 miles

Add sidewalk.
- 27

Cooper St:

From W Main St (SR 1428) to US 19E | 0.1 miles

Add sidewalk along the west side.
- 28

Court St:

From West Blvd to W Main St (SR 1428) | 0.05 miles

Add sidewalk.
- 29

East Blvd:

From Depot St (SR 1140) to US 19E | 0.3 miles

Add sidewalk.
- 30

East Main St (SR 1428):

From S Main St (SR 1428) to Dead End | 0.61 miles


Add sidewalk along the north side.
- 31


Glendale Ave:


From Academy St to Swiss Ave | 0.16 miles


Add sidewalk.


Bike/Ped Class: ■ Bicycle ■ Pedestrian ■ Bike and Ped ■ Multiuse Path ● Bike/Ped Bridge
 ★ Denotes Highway Incidental


- 32 Hillside Dr:** 


From US 19E to W Main St (SR 1428) | 0.12 miles
Add sidewalk.
- 33 Ivy St:** 


From East Blvd to E Main St (SR 1428) | 0.02 miles
Add sidewalk.
- 34 Long View Rd:** 

From School Circle to E Main St (SR 1428) | 0.4 miles
Add sidewalk.
- 35 Ramsey St:** 

From Bennett St to Long View Rd | 0.16 miles
Add sidewalk.
- 36 Reservoir Rd:** 


From US 19E to Bowditch St | 0.13 miles
Add sidewalk along the west side.
- 37 Robertson St:** 


From W Main St (SR 1428) to W Glendale Ave | 0.23 miles
Add sidewalk.
- 38 School Cir:** 


From Green Mountain Dr (SR 1369) to Parkway Playhouse | 0.21 miles
Add sidewalk along outer perimeter.
- 39 Summit St:** 


From Azalea Ln to Green Mountain Dr (SR 1369) | 0.32 miles
Add sidewalk.


Bike/Ped Class:  Bicycle  Pedestrian  Bike and Ped  Multiuse Path  Bike/Ped Bridge
★ Denotes Highway Incidental



- 40 Swiss Ave:** 



From Glendale Ave to W Main St (SR 1428) | 0.14 miles
Add sidewalk.
- 41 West Blvd:** 

From Cooper St to S Main St (SR 1428) | 0.15 miles
Add sidewalk.
- 42 West Glendale Ave:** 

From Clear View Ln (SR 1139) to Robertson St | 0.24 miles
Add sidewalk.
- 43 West Main St (SR 1428):** 

From Existing Sidewalk to US 19E | 0.22 miles
Add sidewalk along the north side.
- 44 Westover Dr:** 


From W Main St (SR 1428) to US 19E | 0.08 miles
Add sidewalk along the east side.
- 45 Cane River Greenway:**  

From Cane River Park/Whittington Rd (SR 1379) to Ferguson Hill Rd (SR 1139) | 4.69 miles
Construct a new multiuse path along the Cane River that connects Cane River Park, Cane River Middle School, Blue Ridge Elementary School to Jacks Creek (SR 1336) and then crosses US 19E to connect with Mountain Heritage High School and then to Burnsville town limits.
- 46 Burnsville-Micaville Greenway:**  

From Georges Fork Rd (SR 1142) to Micaville Loop (SR 1186) | 2.3 miles
Construct a new multiuse path connecting Burnsville to Micaville from Georges Fork Rd (SR 1142) to Micaville Loop (SR 1186).

Bike/Ped Class:  Bicycle  Pedestrian  Bike and Ped  Multiuse Path  Bike/Ped Bridge
★ Denotes Highway Incidental

47

South Toe River Greenway: 

From US 19E/NC 80 to Hickory Springs Rd (SR 1153) | 2.06 miles

Construct a new multiuse path along NC 80 from US 19E to Hickory Springs Rd (SR 1153).

48

Observatory Greenway: 

From US 19E/Wyatt Town Rd (SR 1307) to Bare Dark Sky Observatory | 3.08 miles

Construct a new multiuse path from US 19E to Bare Dark Sky Observatory and future recreational areas along US 80N.

49

Micaville Greenway: 

From Micaville Loop (SR 1186) to Observatory Greenway | 0.42 miles

Construct a multiuse path connecting recommended multiuse paths from Burnsville to Micaville and Micaville to the Bare Dark Sky Observatory.

Bike/Ped Class:  Bicycle  Pedestrian  Bike and Ped  Multiuse Path  Bike/Ped Bridge
★ Denotes Highway Incidental



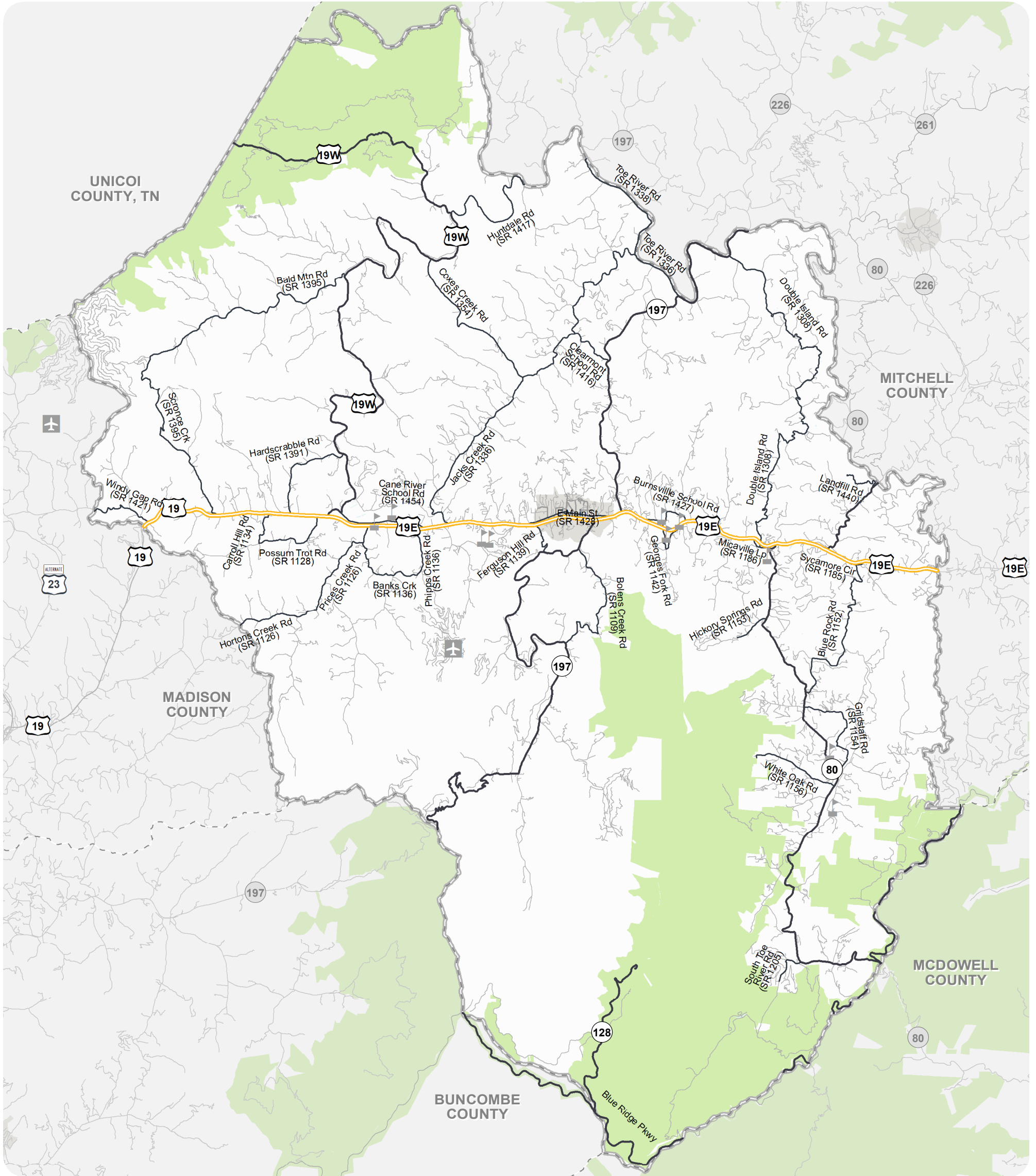
**Yancey County
Public Transportation and Rail Project
Recommendations**

1

Park and Ride Lot: 


Near Depot St (SR 1140) and US 19E | 0.0 miles

Public Trans/Rail Class:  Urban Bus Corridor  Regional Bus Corridor  Rural Bus Corridor  Fixed Guideway
 Amtrak/Freight Route  Park and Ride or Multimodal  Amtrak/Light Rail Station or Intermodal Terminal
★ Denotes Highway Incidental



FACILITY TYPES

Facility classifications for mobility and control of access planning through 2045

















YANCEY COUNTY



Comprehensive Transportation Plan

Adoption Date: October 6, 2021


Facility Types and Control of Access

(Listed in Order of Mobility Function)

	Projected	New Location	
Freeway			
Expressway (Multilane Divided)			
Boulevard (Multilane Divided)			
Major Thoroughfare (Multilane Undivided)			
Major Thoroughfare (2 Lane)			
Minor Thoroughfare			
Other Features			
Studied Roads			
High Country RPO			

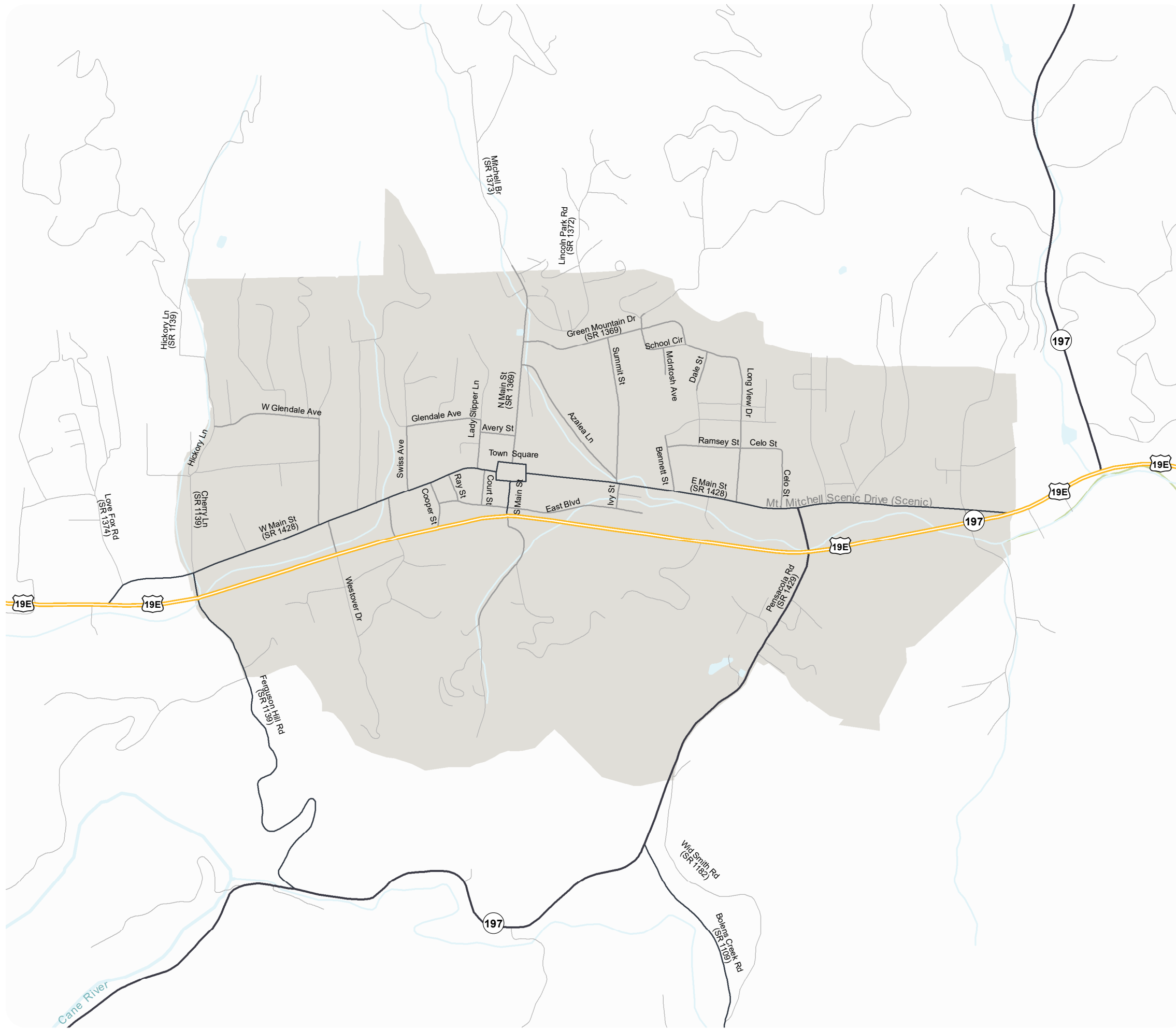
Full report at:
<https://tinyurl.com/Yancey-County-CTP>



Sheet 1 of 4

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.



FACILITY TYPES

Facility classifications for mobility and control of access planning through 2045



YANCEY COUNTY TOWN OF BURNSVILLE INSET Comprehensive Transportation Plan

Facility Types and Control of Access
(Listed in Order of Mobility Function)

	Projected	New Location
Freeway		
Expressway (Multilane Divided)		
Boulevard (Multilane Divided)		
Major Thoroughfare (Multilane Undivided)		
Major Thoroughfare (2 Lane)		
Minor Thoroughfare		



Full report at:
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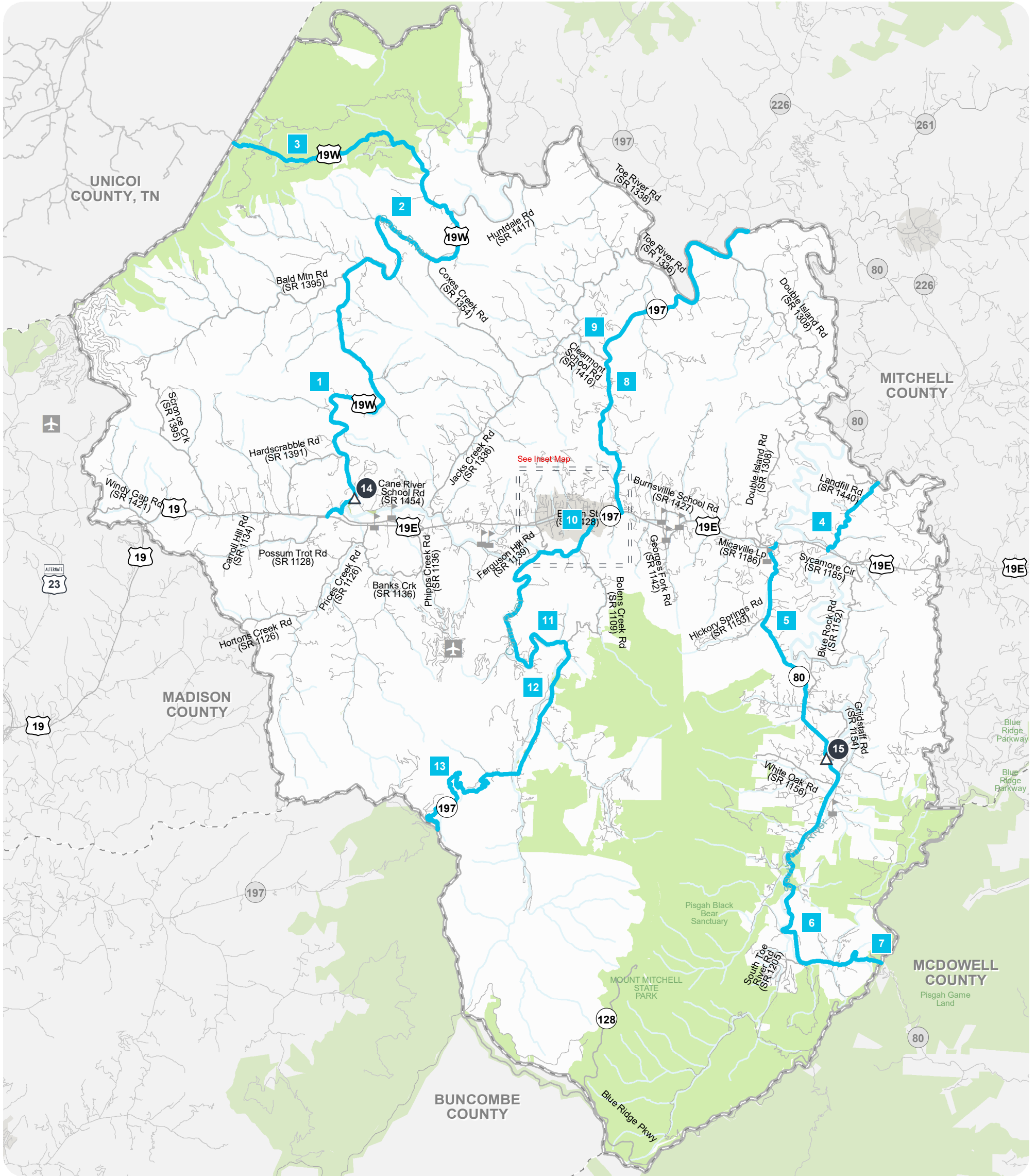
**Sheet 1A of 4
Inset A**

Base map date: March 18, 2018

Legal Disclaimer

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Adoption Date: October 6, 2021



HIGHWAY RECOMMENDATIONS
Proposals that address identified needs through 2045





YANCEY COUNTY
Comprehensive Transportation Plan


Adoption Date: October 06, 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		-	-

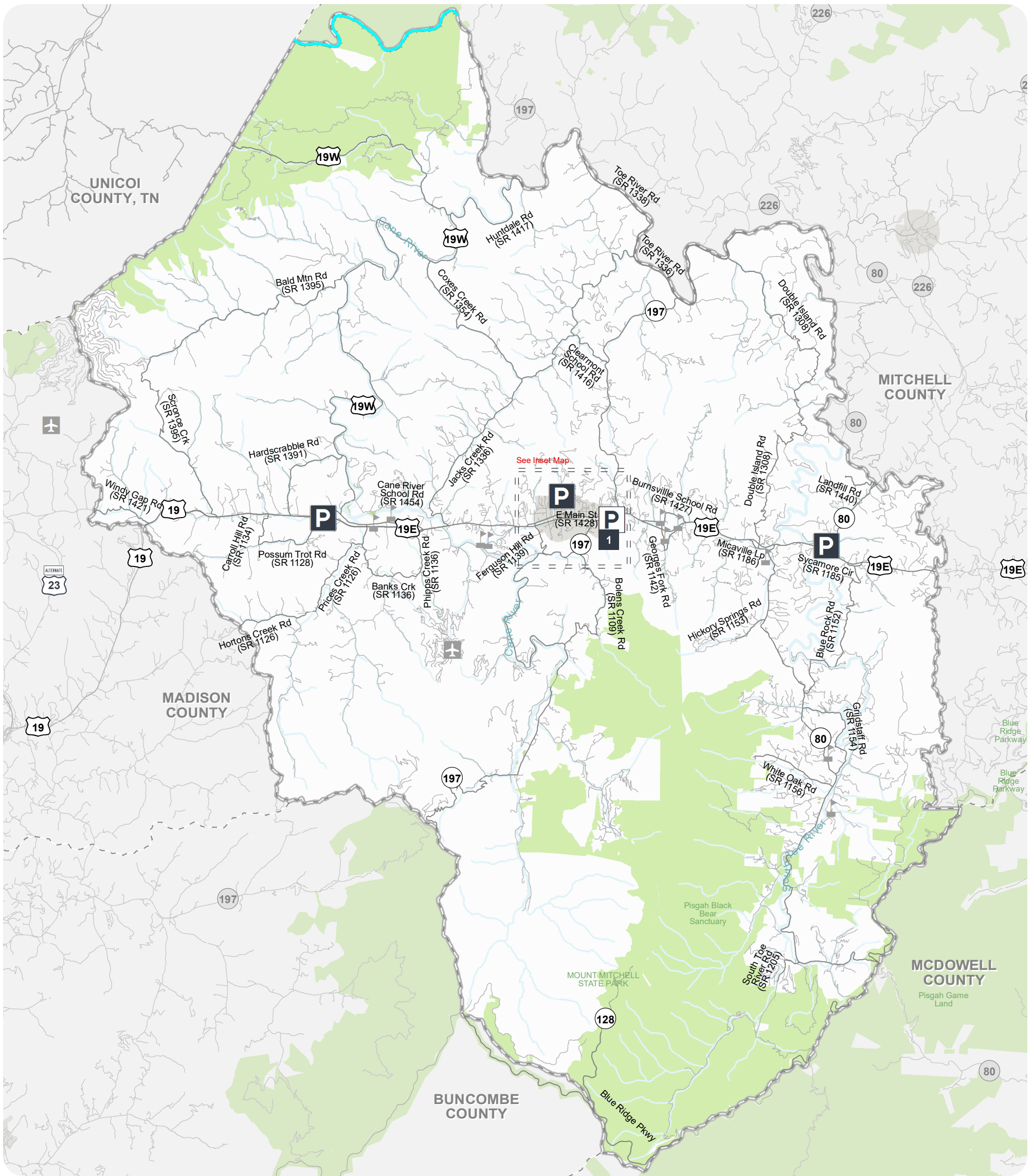
Full report at:
<https://tinyurl.com/Yancey-County-CTP>



Sheet 2 of 4

Plan Date: May 05, 2021

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PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS

Proposals that address identified needs through 2045



YANCEY COUNTY

Comprehensive Transportation Plan

Adoption Date: October 06, 2021

Public Transportation and Rail Features

Yancey County has an On Demand, Single County Community Transportation System

- Current Railroad
- Park and Ride Lot
- Studied Roads
- High Country RPO



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



Sheet 3 of 4

Plan Date: May 05, 2021

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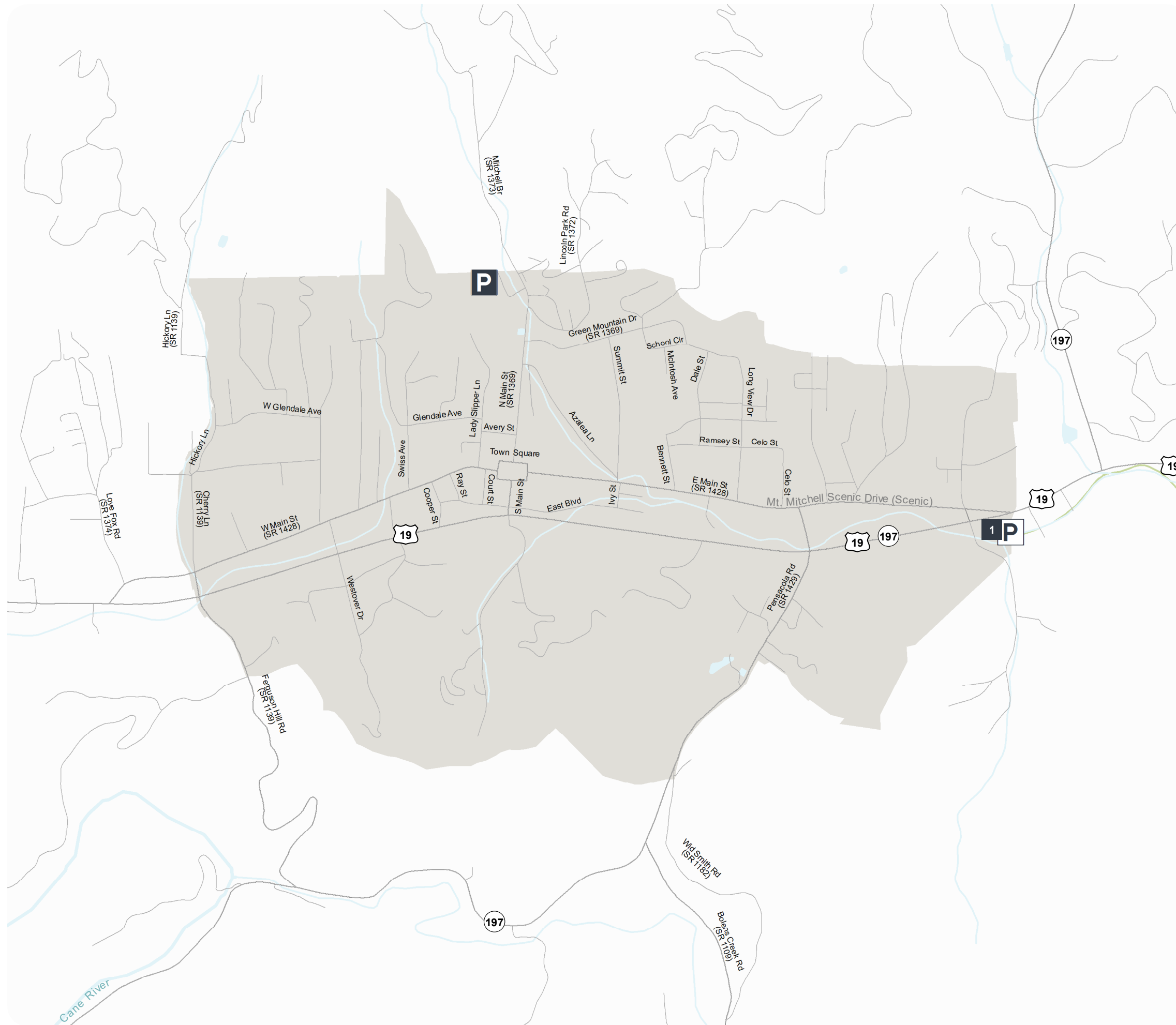
PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS
Proposals that address identified needs through 2045



YANCEY COUNTY
TOWN OF BURNSVILLE INSET
Comprehensive Transportation Plan
Public Transportation and Rail Features

Yancey County has an On-Demand,
Single County Community Transportation System

Proposal ID # Existing Proposed
Park and Ride Lot # P P
Studied Roads



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



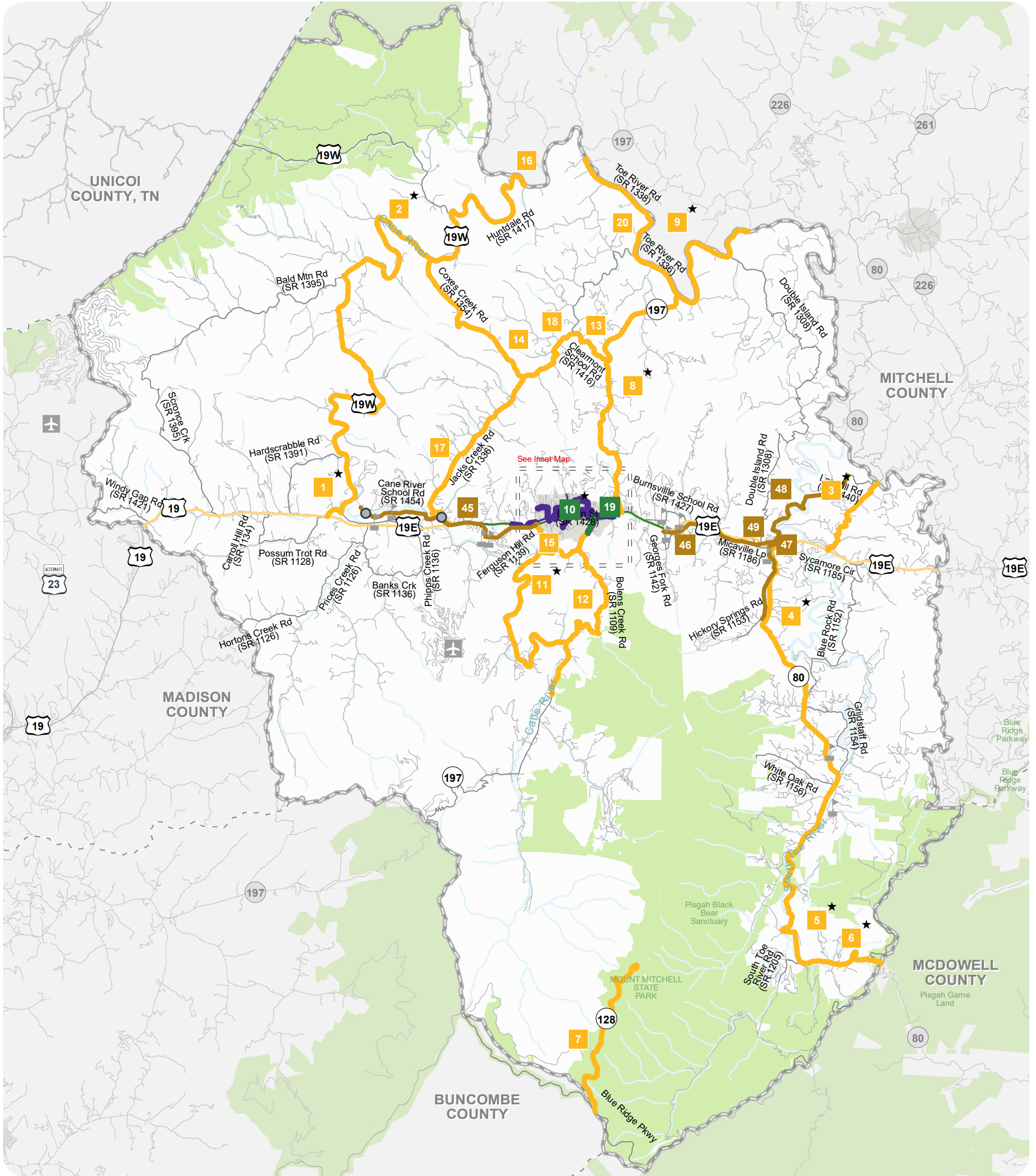
Sheet 3A of 4
INSET A

Base map date: November 05, 2019

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Adoption Date: October 06, 2021



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2045



YANCEY COUNTY

Comprehensive Transportation Plan

Adoption Date: October 06, 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 4 of 4

Base map date: November 05, 2019

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BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2045



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

	Proposal ID #	Existing	Proposed
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuise Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		
Other Features			
			Studied Roads



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



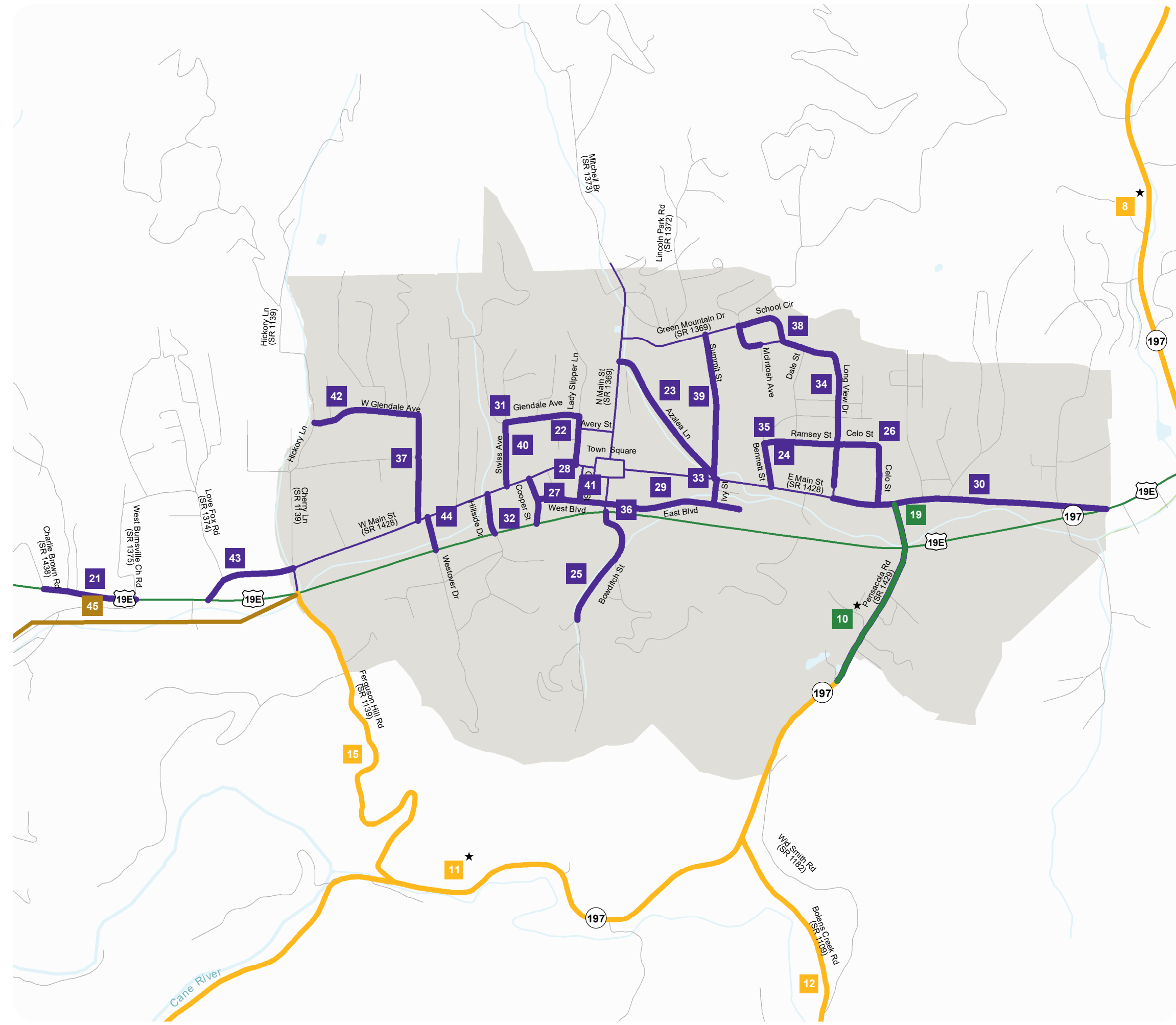
Sheet 4 of 4

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Adoption Date: October 06, 2021



CTP APPROVALS

Based on state statute, comprehensive transportation plans must be adopted locally and by the North Carolina Board of Transportation. The High Country Rural Planning Organization endorsed the plan.

Area	Dates	Type
Burnsville	August 3, 2021	Adoption
Yancey County	August 9, 2021	Adoption
High Country RPO	August 18, 2021	Endorsement
NC Board of Transportation	October 6, 2021	Adoption

Digital copies of the adoption and endorsement resolutions are available in the [Appendix document](#).

UNADDRESSED DEFICIENCIES

East Main Street is projected to be over capacity by 2045, and West Main Street is projected to be approaching capacity by 2045. These facilities provide access to downtown Burnsville destinations, and widening these facilities would have a negative impact on the downtown.

During the development of the CTP, it was noted that a future public transportation route between Black Mountain Campground and Mt. Mitchell State Park were desirable. Currently, Yancey County Public Transportation is an on-demand service and does not have plans to add designated routes.

OTHER

While operational issues are not addressed in a CTP study, the following concerns were identified during the development of this CTP.

The CTP Steering Committee and several public comments received during outreaches referenced the lack of a crosswalk on U.S. 19E between the town limits of Burnsville and S Main Street. Currently there are cross walks at S Main St/Reservoir Road, Ingles grocery store, Pensacola Road, Depot Street, and N.C. 197N.

Speeding concerns through downtown and on most other major routes was mentioned often in comments on the August 2020 Yancey County CTP Survey.

There was also a request for pedestrian signs on both ends of Azalea Street and the addition of a crosswalk at intersection with East Main Street.

DISCLAIMER

This report documents the work of the Yancey County Comprehensive Transportation Plan study.

The N.C. Department of Transportation and any of the adopting/endorsing organizations of Yancey County Comprehensive Transportation Plan:

- 1 Shall not be held liable for any errors in the data in this report or any accompanying documentation. This includes errors of omission, commission, errors concerning the content of the data, and relative and positional accuracy of the data.
- 2 Do not represent, warrant or guarantee that the guidance in this report will lead to any particular outcome or result.
- 3 Will not be held liable in respect to any losses, including without limitation: loss of profits or income, revenue, use, production, anticipated savings, business, contracts, commercial opportunities, or goodwill based on the information in this report or other supporting documentation.

Primary sources from which this data was compiled must be consulted for verification of information contained in this report.

