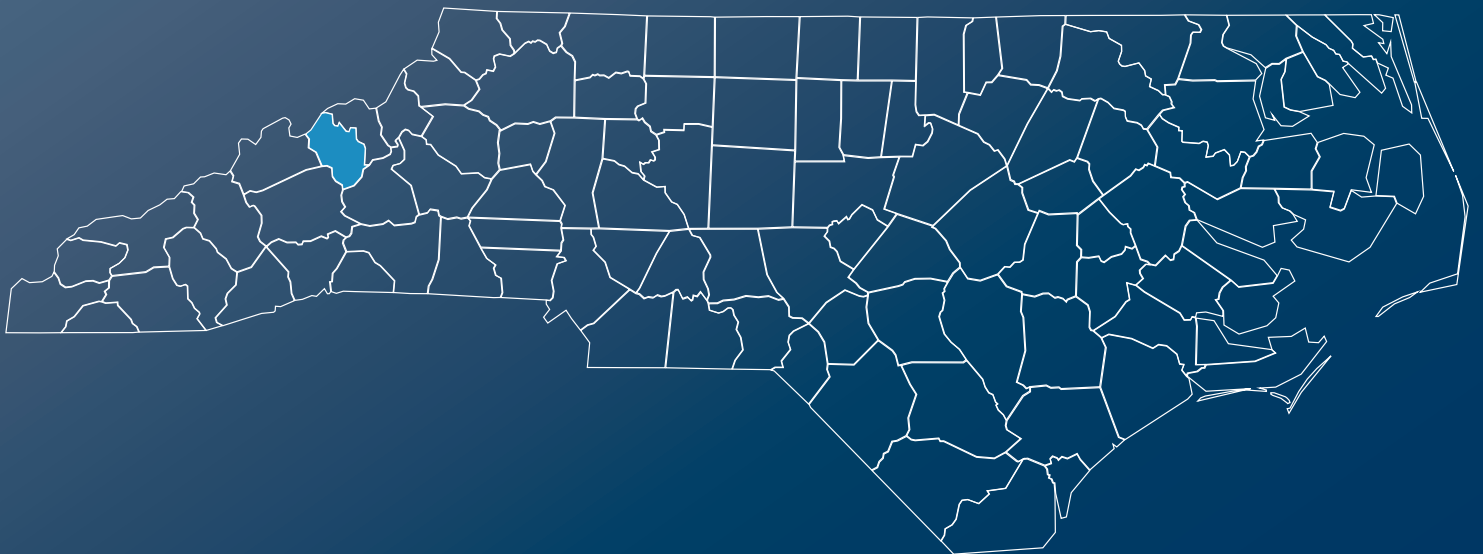


DRAFT YANCEY COUNTY

COMPREHENSIVE TRANSPORTATION PLAN



SEPTEMBER 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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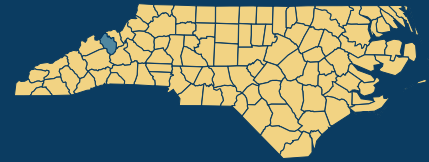
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EXECUTIVE SUMMARY

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](#) 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**

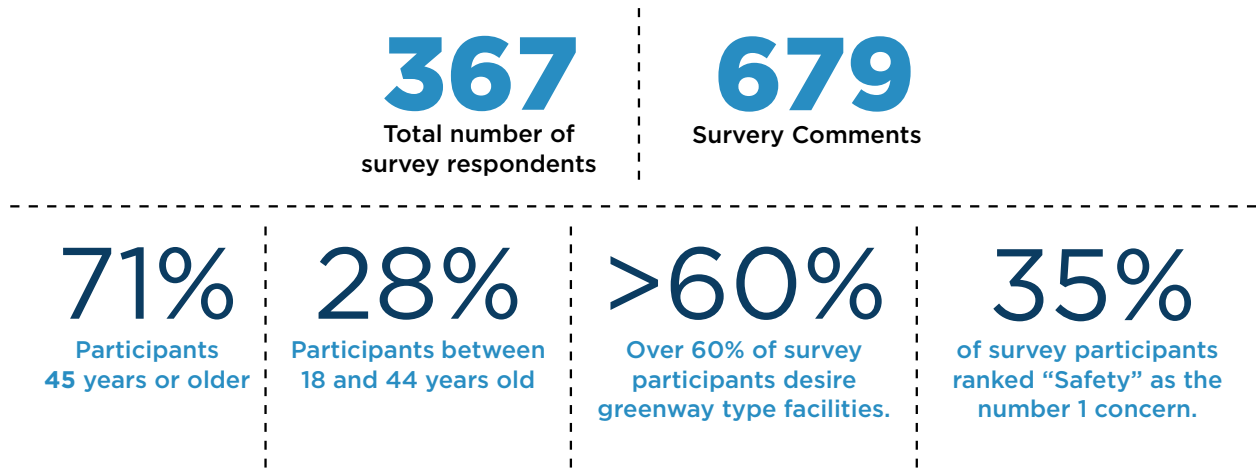


STUDY APPROACH

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

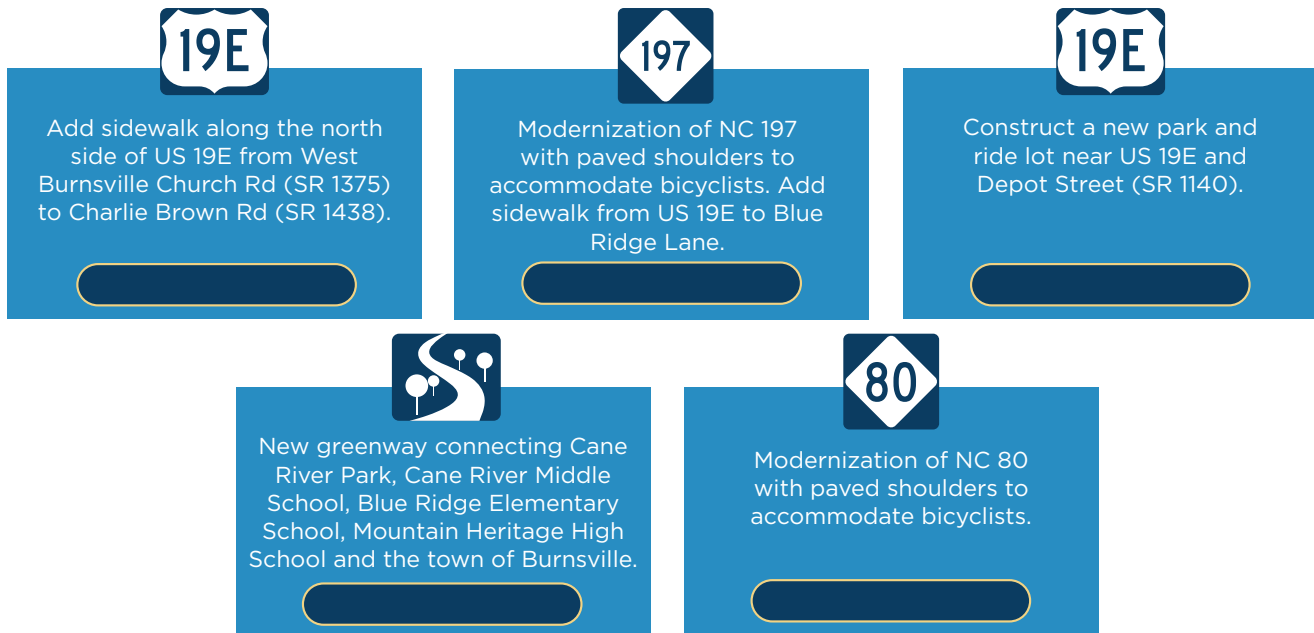
Key Types of Meetings and Public Input:



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](#).



PROJECT SHEETS

13 CTP Project Sheets can be found in the [Appendix](#). 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 is 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 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



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

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;

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](#) 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 CTP](#)
- [High Country Regional Trail Plan](#)

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

THIS PLAN FEATURES:

-  **A thorough analysis of current conditions and public feedback regarding vehicular, walking, and bicycling**
-  **A list of recommendations**
-  **Supporting documentation of the recommendations**
-  **A comprehensive, recommended transportation network**

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 through mainly 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.

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](#).

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](#).

TYPES OF STAKEHOLDER INVOLVEMENT USED

Public involvement is a key element in the transportation planning process. More documentation of this process and the input received can be found in the [Appendix](#).

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
2018	18,455
2045	23,200
<i>Projected</i>	

Year	Employment
2018	3,490
2045	5,800
<i>Projected</i>	

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](#) 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 US 19E and east of NC 128 and NC97. Originally 1946 acres, 2744 acres has recently been added to the state park increasing the park to approximately 4690 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 US 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 US 19E and NC 197
Sidewalks	📍 Most located in and near downtown area of Burnsville and US 19E.
Bicycle Lanes	📍 Along US 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 133;6 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.



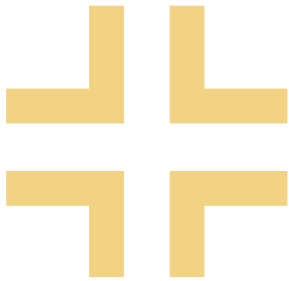
Major Highway Capacity Deficiencies In Yancey County

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

Refer to the [Appendix](#) 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:

📍 US 19W and Whittington Rd. (SR 1379)

📍 NC 80 and South Toe School Rd. (SR 1163)

Traffic Crash Assessment

The most recent high frequency 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.

High Frequency Crashes



11

54

Intersections Roadways

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

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](#).

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](#) for more detailed bridge deficiency information.



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 destinations identified see online [appendix XXX](#).

US 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 US 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 US 19E, North Main Street, South Main Street, east Main Street, West Main Street, and Pensacola Road (NC 197). Local desire is to connect with the expansion of Mount Mitchell State Park along NC 80 and US 19E.

US 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.

<p>Regional Transportation (systems of 2 or more contiguous counties)</p>	<p>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</p>
<p>Urban Transportation (provide both urban and rural transportation)</p>	<p>None</p>
<p>Regional Urban Transportation (Operate in 3 areas of the state and connect multiple municipalities and counties)</p>	<p>None</p>
<p>Intercity Transportation (Greyhound and Amtrak)</p>	<p>None</p>

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 | Public General 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 ALec 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 Plan⁴](https://yanceyedc.org/assets/yancey-ed-plan-final-(1).pdf), 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.

⁴ [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

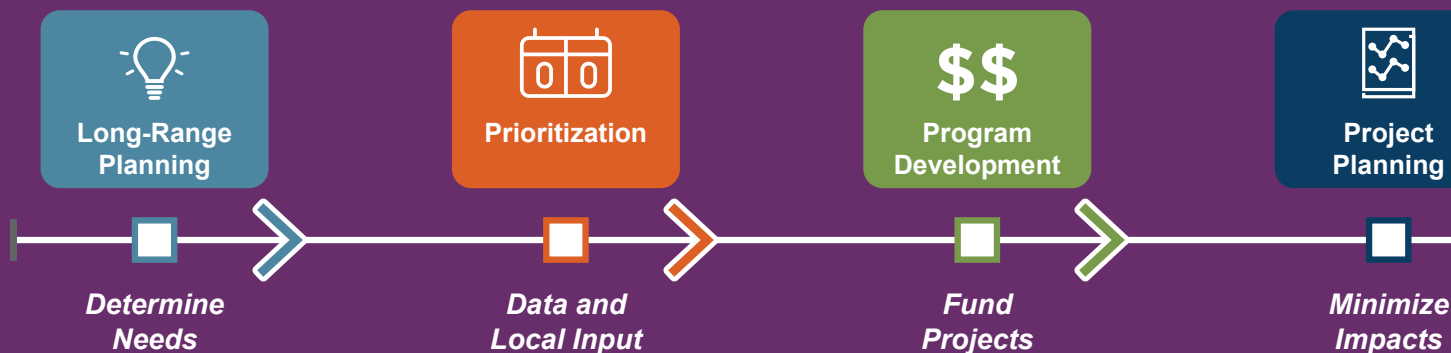
Years of extensive planning, study, and work occur before NCDOT ever begins building a roadway. The process, known as the Project Development Process, begins with NCDOT assisting municipalities and regions develop Comprehensive Transportation Plans, which are long-range plans that identify area transportation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

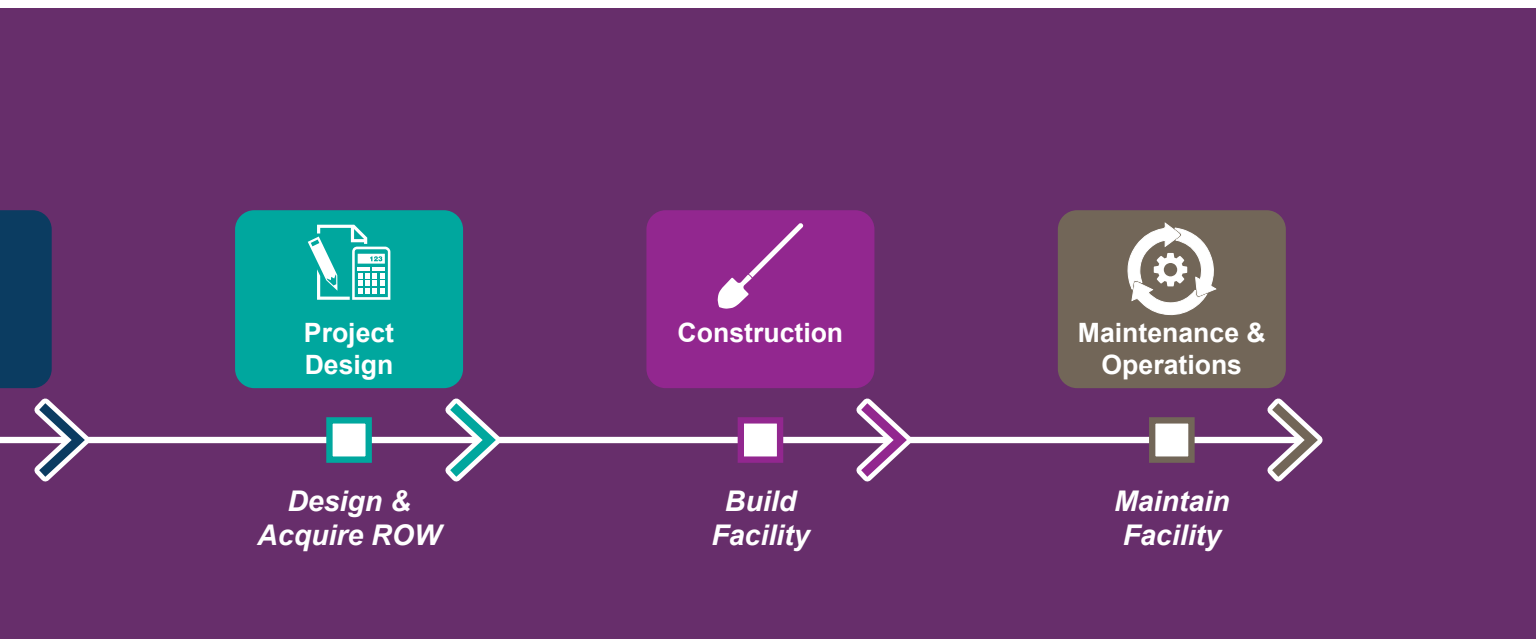
The list shown below is not in any priority order.

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. The maps included are:

- 1 **Highway Map;**
- 2 **Systems 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)

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

2

US 19 W: 

From Little Creek Rd (SR 1411) to Hunt Dale Rd (SR 1417)

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

3

US 19 W:

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

Modernize to 11-ft lanes with 4-ft paved shoulders. Vehicle volumes are low enough that wider shoulders for cyclists were not considered necessary.

4

NC 80: 

From US 19E to Mitchell County line

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

5

NC 80: 

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

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

6

NC 80: 

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

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

7

NC 80: 

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

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


8

NC 197: 

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

Modernize to 12-ft lanes with 5-ft paved shoulders to accommodate cyclists. 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)

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

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)

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

12

NC 197:

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

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

13

NC 197:

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

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



Yancey County Bicycle and Pedestrian Project Recommendations

- 1** ★ **US 19 W:**
From US 19E to Little Creek Rd (SR 1411)
 Modernize to 12-ft lanes with 5-ft paved shoulders to accommodate cyclists.

- 2** ★ **US 19 W:**
From Little Creek Rd (SR 1411) to Hunt Dale Rd (SR 1417)
 Modernize to 12-ft lanes with 5-ft paved shoulders to accommodate cyclists.

- 3** ★ **NC 80:**
From US 19E to Mitchell County line
 Modernize to 12-ft lanes with 5-ft paved shoulders to accommodate cyclists.

- 4** ★ **NC 80:**
From US 19E to Seven Mile Ridge Rd (SR 1167)
 Modernize to 12-ft lanes with 5-ft paved shoulders to accommodate cyclists.

- 5** ★ **NC 80:**
From Seven Mile Ridge Rd (SR 1167) to South Toe River Rd (SR 1205)
 Modernize to 12-ft lanes with 5-ft paved shoulders to accommodate cyclists.

- 6** ★ **NC 80:**
From South Toe River Rd (SR 1205) to McDowell County line
 Modernize to 12-ft lanes with 5-ft paved shoulders to accommodate cyclists.

- 7** **NC 128:**
From Blue Ridge Pkwy to Dead End
 Add 5-ft paved shoulders to accommodate cyclists.

8 ★ **NC 197:**
From US 19E to Clearmont School Rd (SR 1416)
 Modernize to 12-ft lanes with 5-ft paved shoulders to accommodate cyclists. 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)
 Modernize to 12-ft lanes with 5-ft paved shoulders to accommodate cyclists. 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
 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)
 Modernize to 12-ft lanes with 5-ft paved shoulders to accommodate cyclists.

12 **Bolens Creek Rd (SR 1109):**
From NC 197 to NC 197
 Add 5-ft paved shoulders to accommodate cyclists.

13 **Clearmont School Rd (SR 1416):**
From Jacks Creek Rd (SR 1336) to NC 197
 Add 5-ft paved shoulders to accommodate cyclists.

14 **Coxes Creek Rd (SR 1354):**
From Jacks Creek Rd (SR 1336) to US 19W
 Add 5-ft paved shoulders to accommodate cyclists.

15 **Ferguson Hill Rd (SR 1139):**
From NC 197 to US 19E
 Add 5-ft paved shoulders to accommodate cyclists.

16

Huntdale Rd (SR 1417, SR 1340):

From US 19W to Huntdale Rd (SR 1340) bridge over North Toe River
Add 5-ft paved shoulders to accommodate cyclists.

17

Jacks Creek Rd (SR 1336):

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

20

Toe River Rd (SR 1338):

From Green Mountain Rd (SR 1338) to NC 197
Add 5-ft paved shoulders to accommodate cyclists.

21

US 19E:

From West Burnsville Church Rd (SR 1375) to Charlie Brown Rd (SR 1438)
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
Add sidewalk along the west side.

23

Azalea Ln:

From N Main St (SR 1369) to Summit St
Add sidewalk along the south side.

24

Bennett St:

From E Main St (SR 1428) to Ramsey St
Add sidewalk.

25

Bowditch St:

From Reservoir Rd to Sav-Mor Food
Add sidewalk along the west side.

26

Celo St:

From Long View Rd to E Main St (SR 1428)
Add sidewalk.

27

Cooper St:

From W Main St (SR 1428) to US 19E
Add sidewalk along the west side.

28

Court St:

From West Blvd to W Main St (SR 1428)
Add sidewalk.

29

East Blvd:

From Depot St (SR 1140) to US 19E
Add sidewalk.

30

East Main St (SR 1428):

From S Main St (SR 1428) to Dead End
Add sidewalk along the north side.

31

Glendale Ave:

From Academy St to Swiss Ave
Add sidewalk.

32

Hillside Dr:

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

Add sidewalk.

33

Ivy St:

From East Blvd to E Main St (SR 1428)

Add sidewalk.

34

Long View Rd:

From School Circle to E Main St (SR 1428)

Add sidewalk.

35

Ramsey St:

From Bennett St to Long View Rd

Add sidewalk.

36

Reservoir Rd:

From US 19E to Bowditch St

Add sidewalk along the west side.

37

Robertson St:

From W Main St (SR 1428) to W Glendale Ave

Add sidewalk.

38

School Cir:

From Green Mountain Dr (SR 1369) to Parkway Playhouse

Add sidewalk along outer perimeter.

39

Summit St:

From Azalea Ln to Green Mountain Dr (SR 1369)

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)

Add sidewalk.

41

West Blvd:

From Cooper St to S Main St (SR 1428)

Add sidewalk.

42

West Glendale Ave:

From Clear View Ln (SR 1139) to Robertson St

Add sidewalk.

43

West Main St (SR 1428):

From Existing Sidewalk to US 19E

Add sidewalk along the north side.

44

Westover Dr:

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

Add sidewalk along the east side.

45

Cane River Greenway:

From Cane River Park/Whittington Rd (SR 1379) to Ferguson Hill Rd (SR 1139)

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)

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

47

South Toe River Greenway:

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

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

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

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



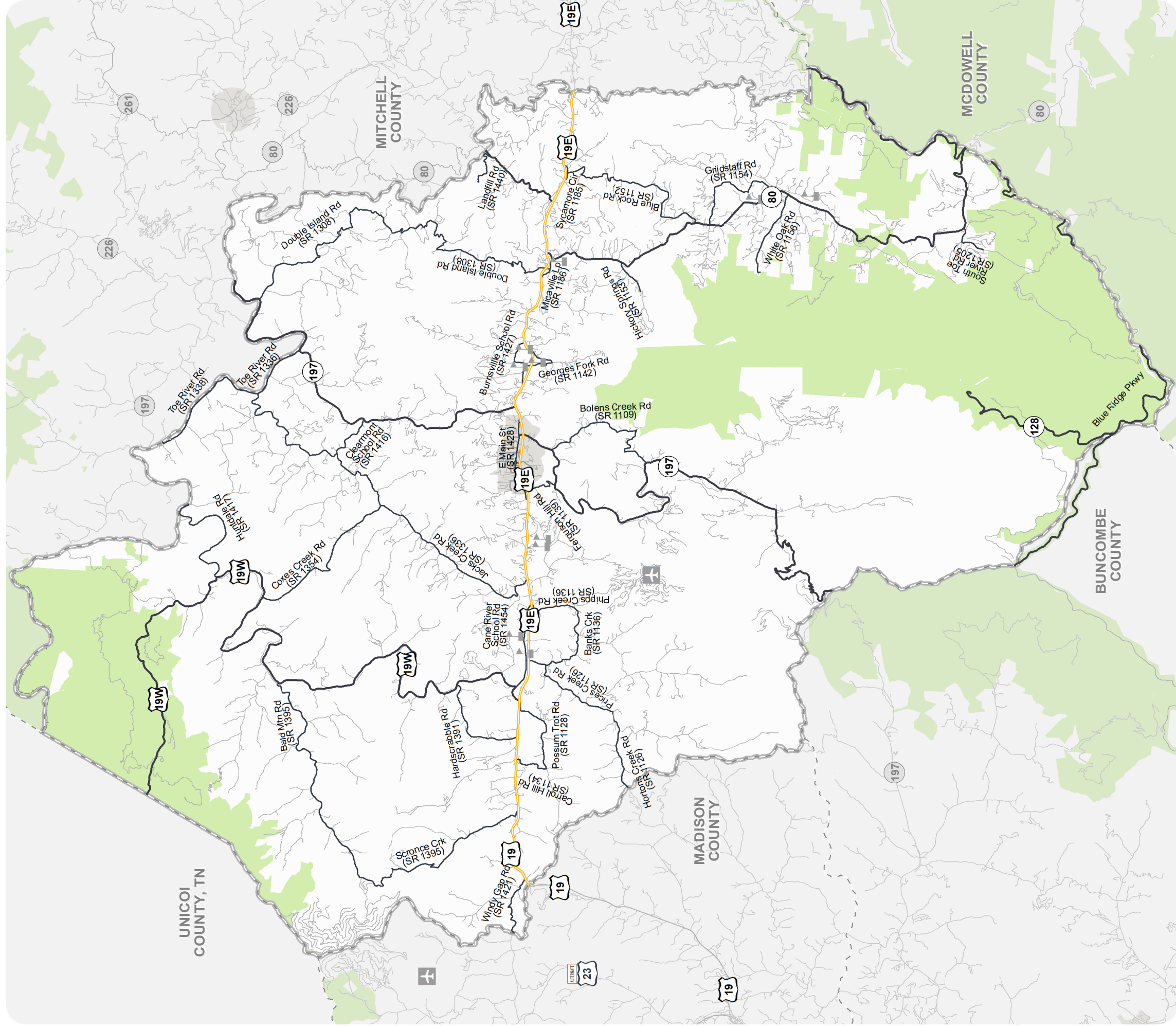
Yancey County Public Transportation and Rail Project Recommendations

1

Park and Ride Lot:

Near Depot St (SR 1140) and US 19E

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

DRAFT
 Plan Date: May 05, 2021

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

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

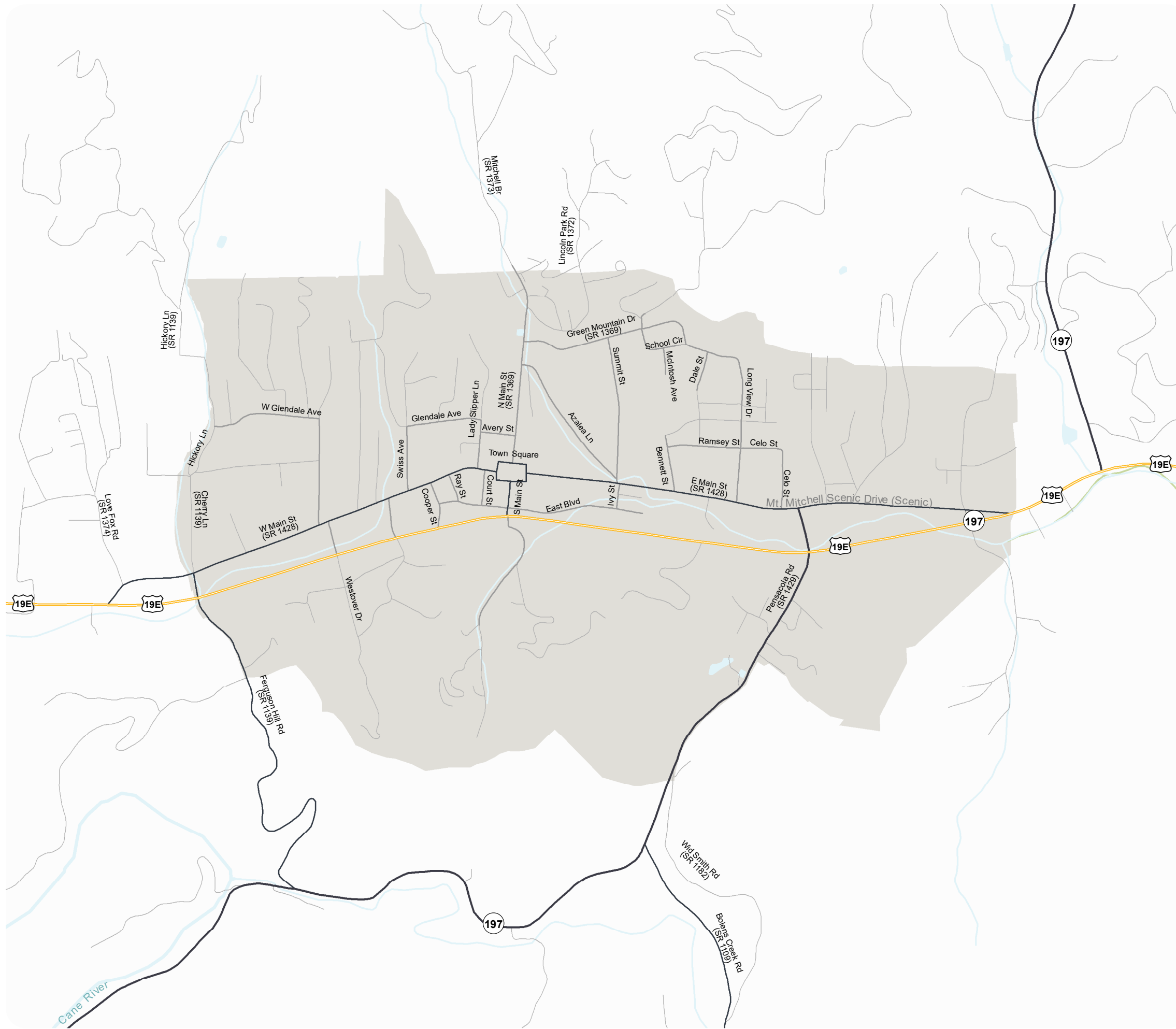
Full report at: <https://tinyurl.com/Yancey-County-CTP>

0 1 2 4 Miles

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



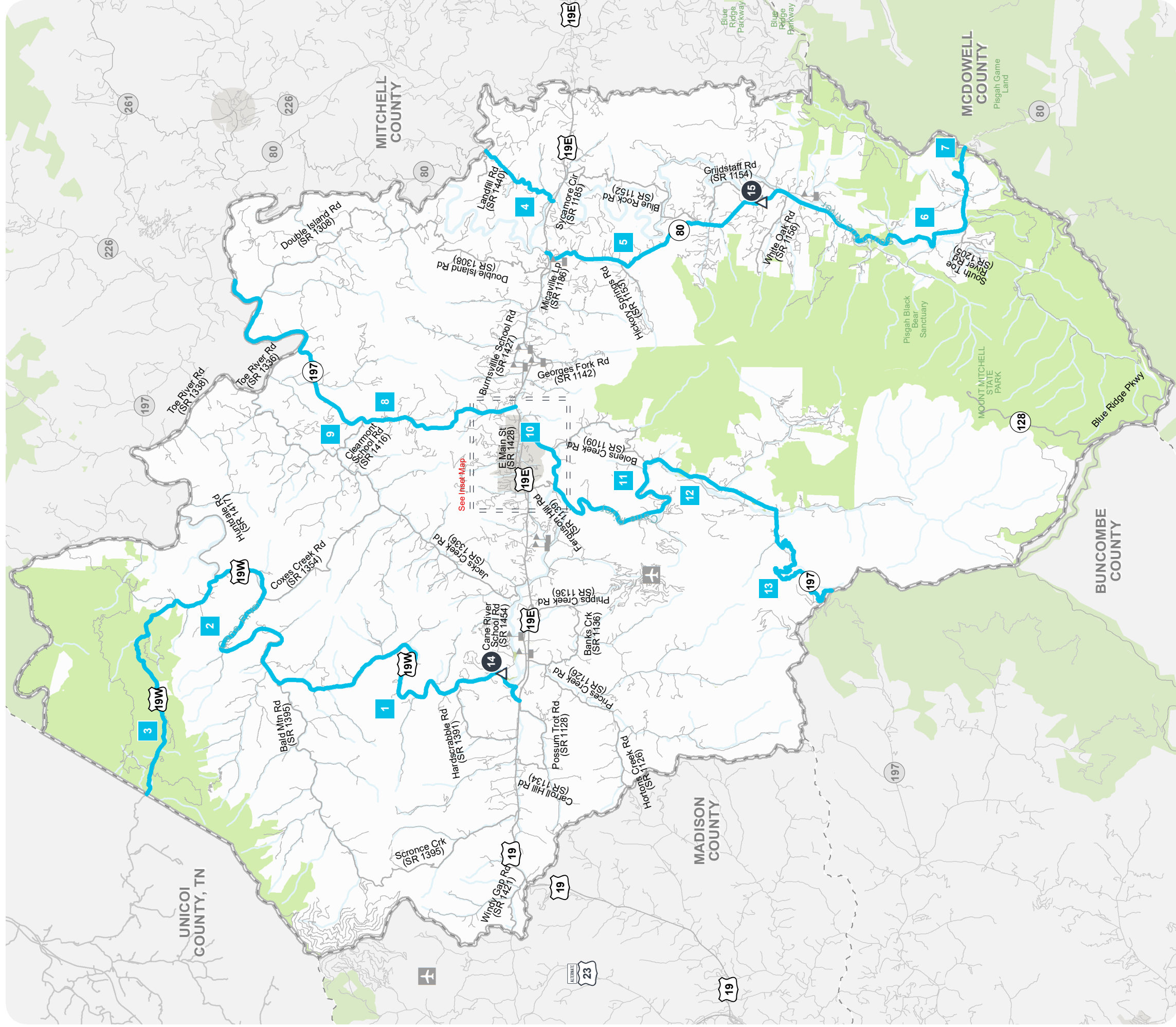
**Sheet 1A of 4
Inset A**

Base map date: March 18, 2018

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HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2045



YANCEY COUNTY

Comprehensive Transportation Plan

DRAFT

Plan Date: May 05, 2021



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



Sheet 2 of 4

Base map date: November 05, 2019

Highway Features

Highway Features	Proposal ID #	Improve	New Location
Congestion / Mobility (e.g., add lanes)	#	Red dashed line	Red dashed line
Access Management / Operations (e.g., add median)	#	Blue dashed line	Blue dashed line
Modernization (e.g., widen lanes, add turn lanes)	#	Light blue dashed line	Light blue dashed line
Other (e.g., safety, economic development)	#	Orange dashed line	Orange dashed line
Interchange	#	Black square	Black square
Bridge / Overpass	#	Black circle	Black circle
Intersection	#	Black triangle	Black triangle
Studied Roads		Black dashed line	Black dashed line
High Country RPO		Black dashed line	Black dashed line

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HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2045



YANCEY COUNTY TOWN OF BURNSVILLE INSET Comprehensive Transportation Plan 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	#	△	▲
Other Features			
Studied Roads			



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



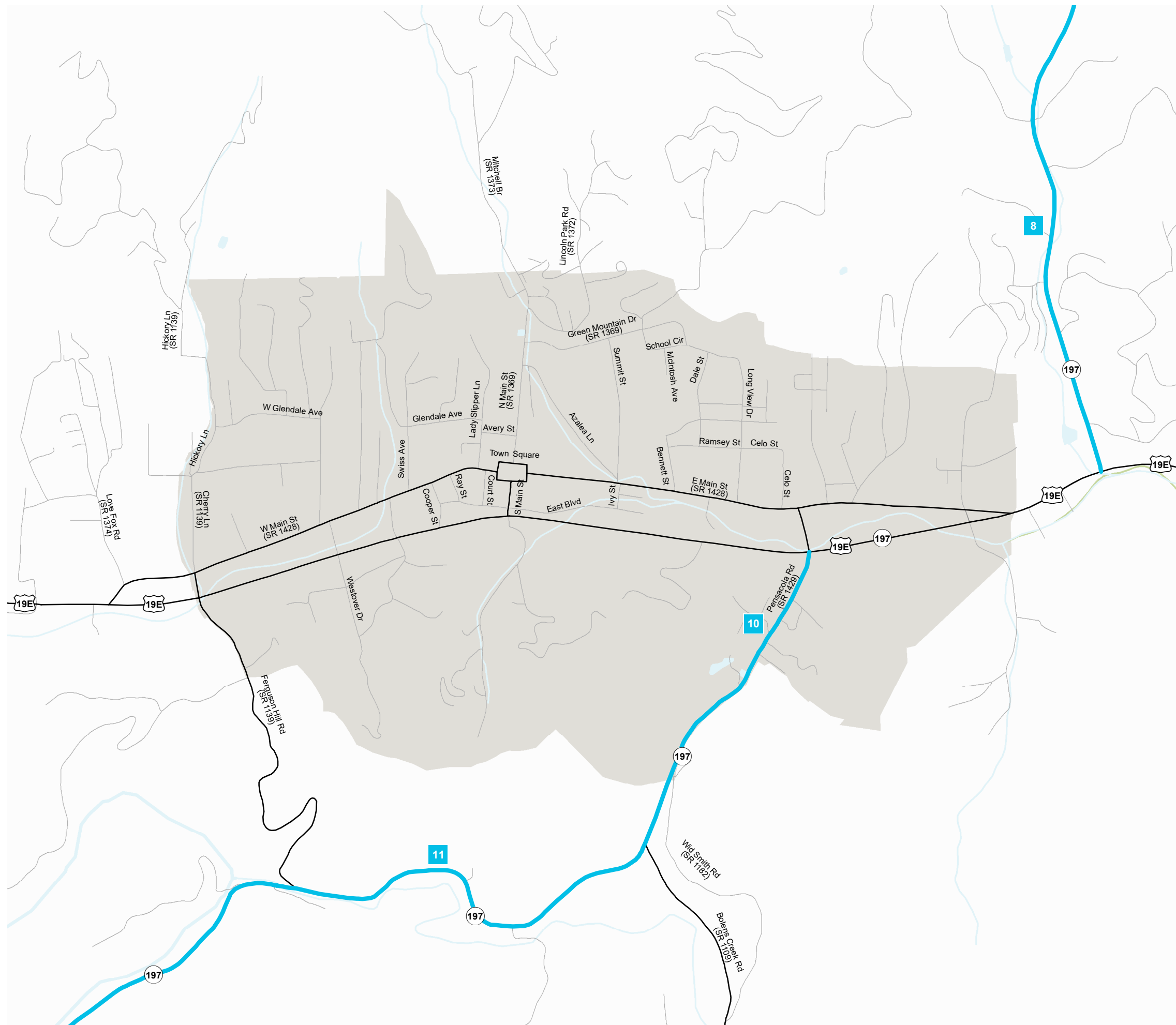
Sheet 2A of 4
INSET A

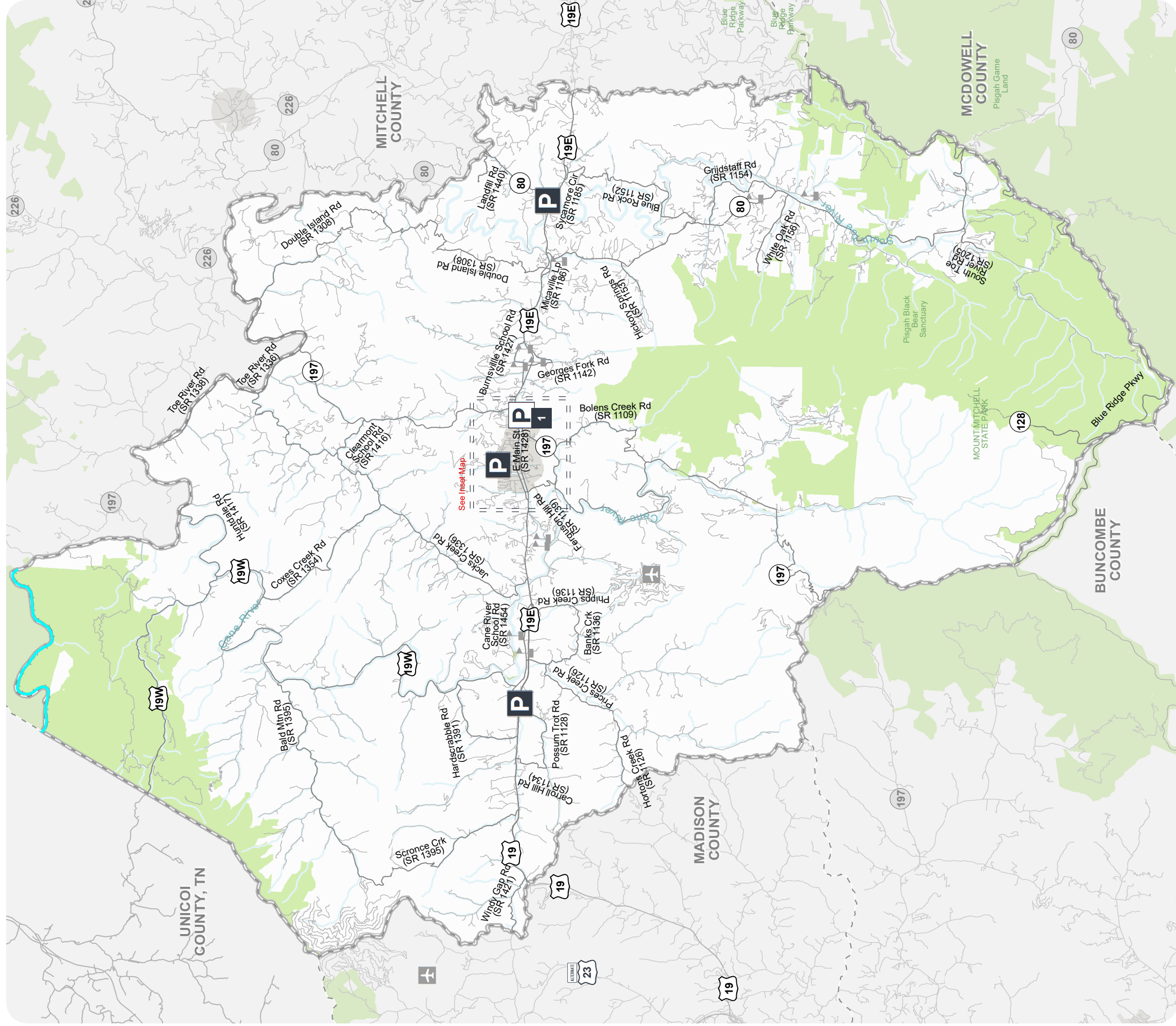
Base map date: November 05, 2019

Legal Disclaimer

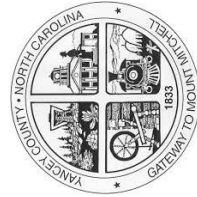
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PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS
Proposals that address identified needs through 2045



YANCEY COUNTY

Comprehensive Transportation Plan

DRAFT

Plan Date: May 05, 2021

Public Transportation and Rail Features

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

- Proposal ID # Existing Proposed
- Current Railroad
- Park and Ride Lot
- Studied Roads
- High Country RPO



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



Sheet 3 of 4

Base map date: November 05, 2019

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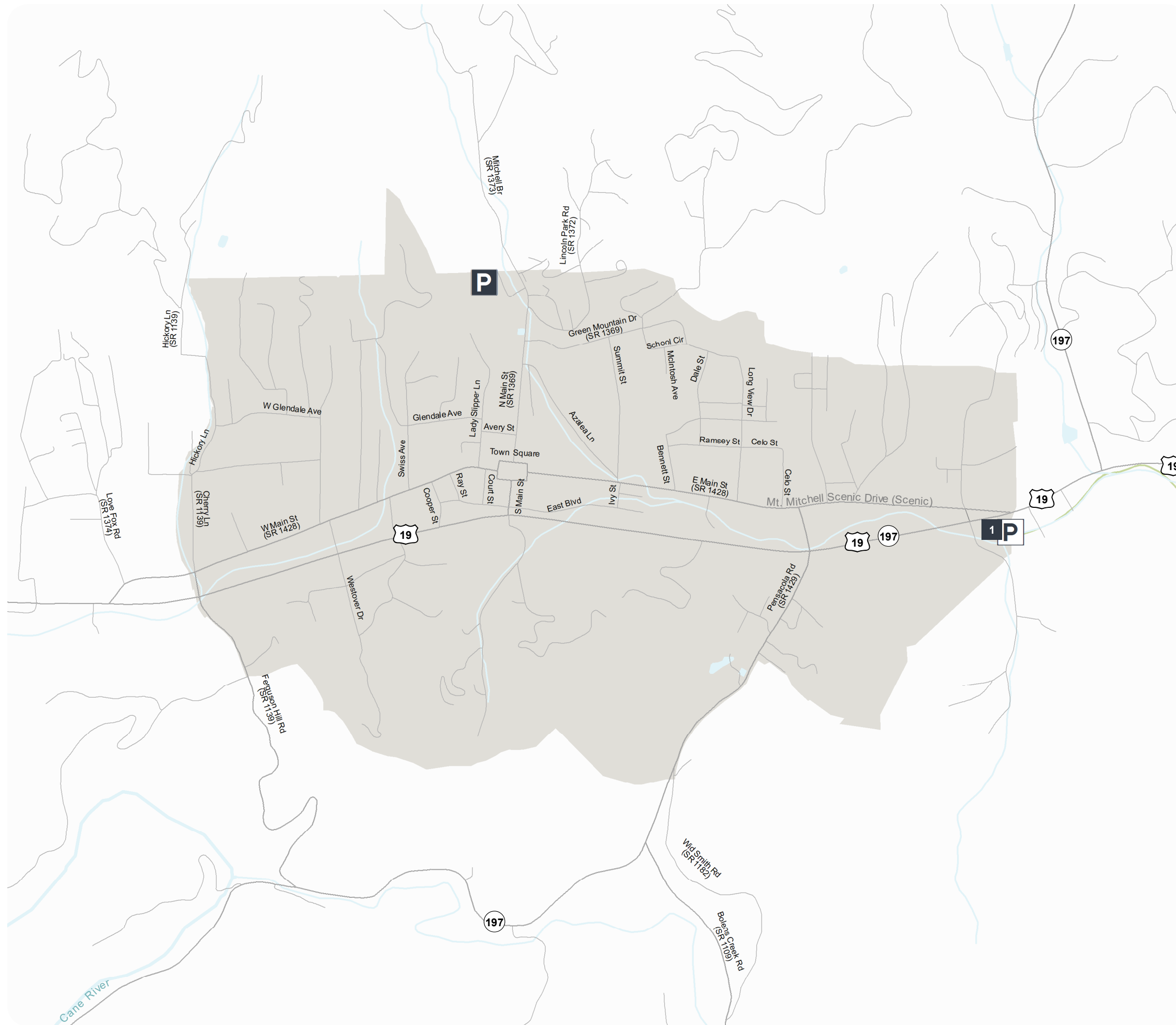
PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS
Proposals that address identified needs through 2045



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>



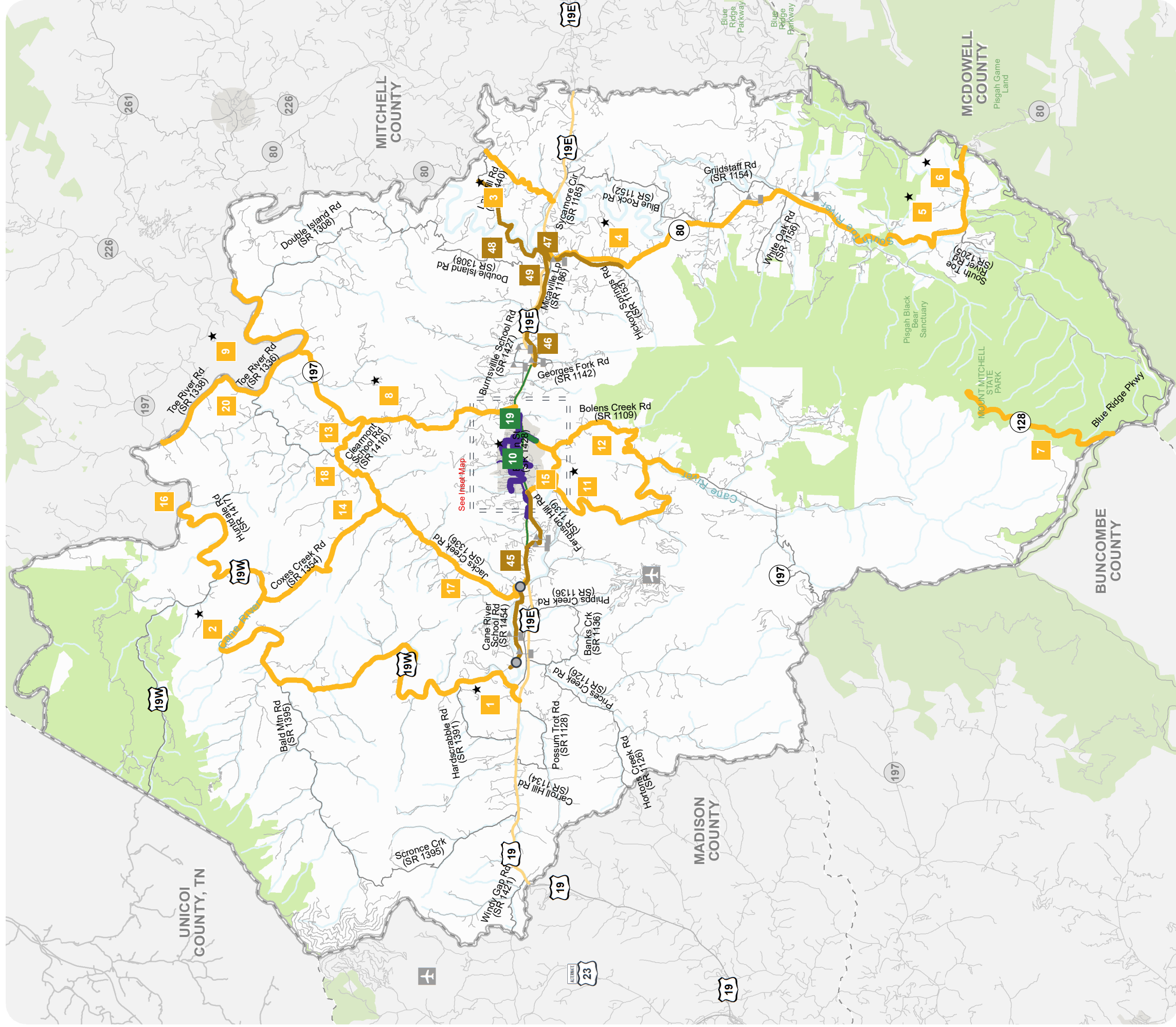
Sheet 3A of 4
INSET A

Base map date: November 05, 2019

Legal Disclaimer

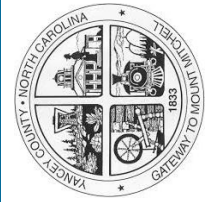
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Plan Date: May 05, 2021



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2045



YANCEY COUNTY

Comprehensive Transportation Plan

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Plan Date: May 05, 2021



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



Sheet 4 of 4

Bicycle and Pedestrian Features

- Bicycle: Proposed
- Pedestrian: Existing
- Bicycle and Pedestrian: Existing
- Multiuse Path: Existing
- Bicycle and Pedestrian Bridge: Existing

Denotes Highway Incidental

- Other Features:
- Studied Roads:
- High Country RPO:

Base map date: November 05, 2019

Legal Disclaimer

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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>



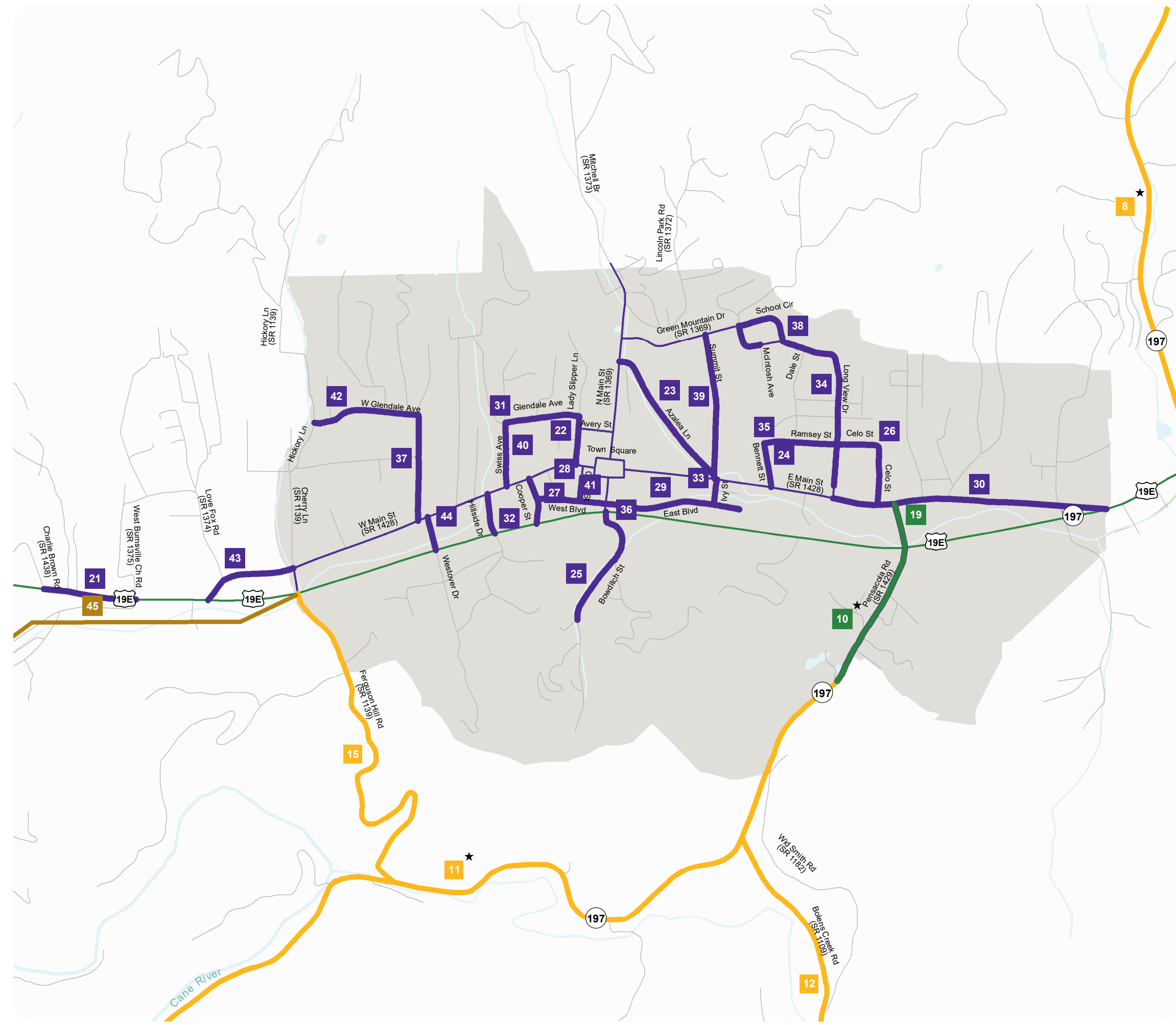
Sheet 4A of 4

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Plan Date: May 05, 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		Adoption
Yancey County		Adoption
High Country RPO		Endorsement
NC Board of Transportation		Adoption

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

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.

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.

The CTP Steering Committee and several public comments received during outreaches referenced the lack of a crosswalk on US 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 NC 197N.

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.

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:

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.

①

Do not represent, warrant or guarantee that the guidance in this report will lead to any particular outcome or result.

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③

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

