

CHAPTER FIVE: TRANSPORTATION

This chapter includes background information to guide policies toward the future development and maintenance of various modes of transportation in Clay County over the ten-year planning period. The chapter also compares the county’s transportation policies and programs to state and regional transportation plans.

EXISTING TRANSPORTATION NETWORK

A balanced transportation network should provide a safe and efficient means of travel for both people and goods. In addition, transportation systems, particularly roadways, contribute significantly to the patterns of development in any community, be it a city or town, county, or a region. This section of the Comprehensive Plan examines existing transportation systems in Clay County. The county has relatively good connections to the region through the existing roadway network, although there is room for some improvement. Other types of transportation infrastructure, such as public transportation, access to airport or rail service, and bike and pedestrian trails are somewhat lacking.

ROADWAYS

Clay County’s existing roadway network connects the county to the region fairly well and the county’s roadway system is typical of other counties in Western North Carolina. Throughout North Carolina, all local, county, state and federal transportation routes are classified in categories under the Roadway Functional Classification System. As identified by the North Carolina Department of Transportation (NC DOT), the functional classification system groups roads and highways according to the character of service they offer, ranging from rapid through accesses to local land access. The purpose of functional classification is to enhance overall travel efficiency and accommodate traffic patterns and land uses by designing streets to the standards suggested by their functional class. For example, the development patterns on major arterials should have limited driveway or parking lot access points to enable traffic to move at a fast speed, whereas on minor collectors, one should expect slower speeds due to the larger number of driveways, subdivision entrances, etc. that are appropriate land uses along these types of roads. The following table provides an overview of the types of roads that comprise Clay’s existing roadway infrastructure.

Table 20: Clay County Roads Functional Classification System

Roadway Classification	Description	Roads in Clay County, or Nearest Access
Freeway (Interstate)	A divided highway that has full access control with intersections that are separated by grade. The primary uses are for interstate and intrastate travel.	A classified freeway or Interstate does not run through Clay County. However, there is access to several major interstates in a 2-3 hour distance in almost any direction from Hayesville (see Map ___)
Major Arterial and Other Principal Arterials	The primary function is to carry local and regional traffic, connect communities, and to allow travel between major destinations. This classification of road is used for long distance travel and signals are used in areas of development. In many instances, it is necessary to control access (curb cuts) for safety and to allow for continual flow.	Likewise, there are no Principal Arterial roadways in Clay County, nor are there plans for the development of a principal arterial roadway.
Minor Arterial	The role of a minor arterial is similar to that of a major one except that travel distances are shorter and the	US Highway 64 running from the east from Macon County to the west to Cherokee County.

	amount of traffic volume is smaller.	NC Highway 69, running south from the intersection at Highway 64 near Hayesville to Towns County, Georgia.
Major Collector	Provide access to and travel between arterials. They provide travel to specific destinations and allow traffic flow between neighborhoods as well as countywide mobility.	Old Highway 64/Phillips Road (this is also known as Business 64 north of US Highway 64 into Hayesville) NC Highway 175, running south from 64 on the east side of Lake Chatuge into Georgia. A small portion of Highways 69, north of US Highway 64 to the intersection of US 64 Business and Sanderson Street is designed as a Major Collector
Minor Collector	Minor collectors take traffic from local streets for short distances and then distribute the traffic to major collectors and arterials.	There are five minor collectors in Clay County: <ul style="list-style-type: none"> • State Road (S.R.) 1330: Cold Branch Road • S.R. 1307: Woods Road, Tusquittee Road, Tusquittee Street • S.R. 1300: Mission Dam Road, Fires Creek Road • S.R. 1140: Sanderson Street, Myers Chapel Road • S.R. 1302: Lower Sweetwater Road, Fires Creek Road
Local Streets	Local streets allow access to individual lots.	The remaining roads in the county are classified as local streets.
Source: NC Department of Transportation		

PLANNED FUTURE ROAD PROJECTS

The planning and funding of transportation projects can be a bit confusing. Road projects in North Carolina happen through one of two processes—through Division Plans or through the North Carolina’s State Transportation Improvement Plan (STIP) process coordinated by the Southwestern Regional Planning Organization (RPO).

Clay County and the Town of Hayesville are members of the Southwestern Rural Planning Organization along with county and municipal leaders from Cherokee, Graham, Jackson, Swain, and Macon counties. The RPO has two functions—to assist with local transportation planning and to help with public input between the county and NC DOT. The three representatives involved with the RPO from Clay County include one member from the Clay County Board of Commissioners, one representative from the Town of Hayesville (typically the mayor), and the Clay County Manager. Plans for large transportation projects must go through the RPO. The RPO annually produces a prioritized list of transportation projects. There are twenty-five projects in the RPO’s 2009 Priority Needs List, four of which are in Clay County.²⁰

²⁰ <http://www.regiona.org/rpo/SWRPO%20PNL%20Methodology.pdf>

Table 21: Clay County RPO Priority Needs					
Rank (out of 25)	County	STIP #	Route	Description	Project
5	Clay	A-0011 BA	NC 69	GA Stateline to US 64	Widen to 4 lanes - 4.5 miles
11	Clay	Na	SR 1307	Tusquittee Rd	Safety Improvements
18	Clay	Na	SR 1135	Settawig Rd	Safety Improvements
23	Clay	Na	SR 1305	Qualla Rd	Safety Improvements
Source: Southwestern RPO					

Once a project is included in the RPO Priority Needs List, it can then move to the STIP planning process. Projects from the RPO are ranked with other projects across the state with the result being inclusion as a project in the STIP. Projects are selected for funding on a statewide level based on a prescribed methodology--one of the metrics being whether the project has been identified in an adopted comprehensive plan. For example, a community must have some type of adopted plan, current within five years, that provides a vision or direction for growth/development before NC DOT will complete a comprehensive transportation.

The Clay County projects included in the most recent STIP²¹ include:

- NC 69, Georgia state line to US 64. Widen to four lanes divided. US 64, NC 69 to east of NC 175. Upgrade roadway with some widening to five lanes. (4.5 miles)
- Chunky Gal Gap westward for two miles. Construct truck climbing lane. (2 miles)
- Guardrail installation and safety improvements.
- Chatuge Lake. Replace Bridge No. 11
- Brasstown Creek. Replace Bridge No. 4
- Brasstown Creek. Replace Bridge No. 3
- Tusquittee Creek. Replace Bridge No. 9
- Nantahala National Forest. Tuni Creek, replace Bridge No. 81.
- Ecosystem enhancement program for Division 14 Project Mitigation.

In addition to the planned projects, there are some projects listed as in progress. These include:

- Blue Ridge National Heritage sites. Interpretative and gateway markers.
- Town square, construct sidewalks on the south side of Herbert Street, north side of Church Street, west side of Main Street and east side of Sanderson Street.
- Georgia state line to US 64. Install paved shoulders and realign curve. (4 miles)

²¹ <http://www.ncdot.gov/planning/development/TIP/TIP/Trans/pdf/div14.pdf> (See pp. 10-13)

- Provide operating assistance to counties and community transportation systems to meet Work First and employment transportation needs.
- Provide operating assistance for additional transportation services to the elderly and disabled.
- Provide maintenance assistance for community transportation systems to serve the rural general public.

Projects not addressed through the RPO or STIP may be completed under the Division Management Program. Clay County is in the NC DOT Division 14, which includes 10 westernmost NC counties. Each division receives funding to complete projects in five areas. Division Managed Projects differ from RPO projects in that they are smaller in scale. Clay County is in District 4 of Division 14, along with Cherokee, Clay, Graham, and Macon counties. Additionally, each county has a maintenance crew and work yard. The Division gets about \$15 million dollars a year.

The types of funding available for Division Managed Projects include:

1. **Small Construction:** These funds are available for any road system in the county. There is less than \$500,000 available for the Division in this category. Funds may be used to address safety concerns or in urbanizing or growth areas. Examples of past projects include the Myers Chapel gutter system and the curb and gutters on Hickory Street.
2. **Public Access:** Funds for construction and improvements for access to public facilities and uses, such as a fire department or school driveway. A recent example is a secondary access road at Tri-County Community College that ties to a driveway for improved mobility.
3. **Economic Development:** Funds for projects that result in job creation. The first project in the Division to receive these funds was the Clay-Towns Industrial Park (now named the Clay County Industrial Park).
4. **Secondary Construction Funds:** Funds allocated to a county based on an equation/formula to widen, improve, and pave unpaved roads. This work has mostly been completed in the county, as of now, there are only 18-19 miles of unpaved roads.
5. **Secondary Resurfacing:** Funds to repave roads. Even though this is one of the county's most pressing transportation needs, each year NC DOT can pave less roads due to the increasing costs of asphalt. The two projects scheduled at the writing of this document include Myers Chapel, from 64 to School Road and Palmer Road, from the bypass to the roundabout. These two projects will use all of the funding available for the year.

Division Managed Funding Process

- A. Requests are made through the counties and municipalities
- B. Projects are reviewed twice a year
- C. Compare projects with available funding
- D. Prioritize and try to spread money around the Division
- E. Projects selected
- F. Those that are not selected remain in the queue.

INTERSTATE 3

Interstate 3 (I-3) was initially proposed by Representative Charlie Norwood of Augusta, GA in 2005. I-3 is a proposed route to link Savannah, GA to Knoxville, TN. The SAFETEA-LU Transportation Department Funding Act of 2005 authorized funds for an I-3 feasibility study. The I-3 study funds remained authorized but unreleased until recently. In a press release dated July 22, 2010, WaysSouth reports that a contract for the feasibility study was awarded to a Virginia based company. According to WaysSouth, “The study process will run approximately 13 months and will identify the steps to be taken in developing the proposed road, an estimate of the cost and a suggested routing. There will be provisions for public comment and input. The Federal Highway Administration may also look further into environmental issues, historical and cultural impacts and the overall need for this multi billion-dollar project, but anything beyond the general scope of the study must be requested by the states involved, who must also put up 20% of the cost. To date, both North Carolina and Tennessee have declined to participate.”

Even though the feasibility study will soon begin, the future of the project is uncertain. Representative Norwood passed away and there is no longer a project champion on the federal level. There is also opposition from many of the counties along the proposed route. Clay County, along with eight other county governments in western North Carolina and North Georgia, passed resolutions opposing I-3. While there is not a specific action being taken at the time of the writing of this report, I-3 should remain on the county’s radar screen.

Sources: <http://www.wayssouth.org/pressreleases/july2010.php>; <http://www.interstate-guide.com/i-003.html>;

PUBLIC TRANSPORTATION

Clay County Transportation (CCT) provides public transportation to Clay County residents. CCT has two recent planning documents to guide future program development. The first of these is the *Community Transportation Improvement Plan (CTIP) for Clay County North Carolina*, completed in February 2008. The second is the Southwestern Rural Planning Organization’s *Coordinated Public Transportation and Human Service Transportation Plan*, published in March 2009. Both documents include action items and strategic directions for CCT. Therefore, this Plan will not make recommendations regarding the operation of the system.

The text box following this paragraph provides a brief overview of CCT’s services. The biggest misconception about CCT’s services is that the belief that the services are only available to those who are elderly or disabled. In fact, the service is open to any resident, including those who may need transportation to and from employment. When Rebecca Smith, Director of CCT spoke to the CCCP Committee, she shared that the only way CCT can expand is to expand its public transportation service. Public transportation funds are more readily available, whereas human service funds are decreasing. CCT’s vision is to become more of a public transportation system for the county and not one that is based on need.

Clay County Transportation

Mission Statement: Clay County Transportation's (CCT) mission is to provide safe, reliable, and affordable transportation to all citizens of Clay County.

CCT is a consolidated public transportation system funded by state, federal and local governments as well as revenues and contributions collected by the system. It became a community transportation system in 1998. Prior to that time, limited human service transportation was provided out of the Clay County Senior Center.

CCT provides transportation for human services agencies, the elderly, people with disabilities, and the general public of Clay County. The fare for general public transportation is 10% of the cost of the trip. They provide daily trips to Asheville on a service called the Ridge Runner. Operating hours are Monday-Friday 8 AM-5 PM (except for holidays). CCT also provides out-of-county medical and airport trips to Atlanta (Monday-Thursday), Gainesville and Chattanooga.

CCT has a number of vans equipped with wheelchair lifts to transport passengers with disabilities.

CCT's fleet consists of:

- Two light transit vehicles (LTV), each with a lift and two wheelchair stations
- One twenty foot LTV with lift and two wheelchair stations
- Five lift vans, each with two wheelchair stations
- Two fourteen passenger vans with no lifts
- Four minivans with no lifts

Sources: Southwestern Rural Planning Organization. (2009). *Coordinated Public Transportation and Human Service Transportation Plan*.

Sylva: Southwestern Commission; Clay County Transportation

BUSINESS OWNER TRANSPORTATION CONCERNS

Business owners in Historic Hayesville identified transportation concerns specific to the downtown area. Map__ identifies the areas of concern.

→revise map

BICYCLE AND PEDESTRIAN FACILITIES

Facilities available to pedestrians and cyclists are very limited although pedestrian travel around Hayesville is improving. The walking and biking paths that do exist are an asset to the county. However, these paths are mostly used for recreation rather than transportation. Some in Hayesville, mainly CCCRA and the Town of Hayesville, are working to make Hayesville more pedestrian friendly. The existing and proposed in-town trail network is discussed in the recently published *Historic Hayesville Market Analysis*.

BRIDGES

There are forty-nine state-maintained bridges in Clay County, for which NC DOT maintains condition reports. A bridge's condition is rated based on a number of factors, including a sufficiency rating. Bridges with a sufficiency rating of less than fifty are eligible for federal bridge replacement funding; nineteen of the bridges in the county meet these criteria. Seventeen of these are structurally deficient and eight of these are functionally obsolete. The Future Transportation Map (Map___) highlights Clay County bridges scheduled for replacement.

STATE TRANSPORTATION PLANS

As discussed above, most of the transportation planning that affects Clay County happens at the regional level through the RPO. There is, however, one state level plan that affects Clay County's transportation decision making. Because NC DOT's needs are greater than funding is or ever will be, NC-DOT developed a statewide Strategic Corridor Plan to prioritize transportation corridors across the state. According to the NC DOT Strategic Corridor website, "The Strategic Highway Corridors initiative seeks to identify, protect, and maximize the use of highway corridors that play a critical role in regional or statewide mobility in an ongoing effort to enhance transportation, economic development, and environmental stewardship throughout North Carolina." The section of Highway 64 through Clay County is an identified Strategic Highway corridor. According to the map of NC's Strategic Corridor,²² the future road structure for the Clay County portion of Highway 64 is a boulevard. NC DOT's plan for a boulevard is an opportunity for Clay County, as boulevards mesh well with bicycle and pedestrian infrastructure.

SCENIC BY-WAYS

North Carolina's Department of Transportation has designated fifty-four Scenic Byways to highlight the state's history, geography, and culture. Beginning in Transylvania County, the Waterfalls Scenic Byway follows Highway 64 from Rosman to Franklin, then on to Clay County at Winding Stair Gap. The Clay County portion of the route continues to follow Highway 64 until Settewig Road, where the route shoots southwest toward Brasstown. From Brasstown, the route heads into Cherokee County where it ends in Murphy. The state's model for Scenic Byway designation is one Clay County should consider in more detail. The byway program matches well with the goals of the Rural Pathways proposed in the Plan.

Boulevards:

According the NC Strategic Highway Corridor Plan, the following characteristics define boulevards:

- **Functional Purpose:** Moderate Mobility, Low to Moderate Access
- **AASHTO Design Classification:** Arterial or Collector
- **Posted Speed Limit:** 30 mph to 55 mph
- **Control of Access:** Limited, Partial, or None
- **Traffic Signals:** Allowed
- **Driveways:**
 - **Limited Control of Access** - Not Allowed
 - **Partial Control of Access** - One Driveway Connection per Parcel; Consolidate and/or Share Driveways and Limit Access to Connecting Streets or Service Roads; Restrict to Right-in/Right-out
- **Cross-Section:** Minimum 2 Lanes with a Median
- **Connections:** At-Grade Interchanges for Major and Minor Cross Streets (Occasional Interchange at Major Crossing); Use of Acceleration and Deceleration Lanes
- **Median Crossovers:** Allowed; Minimum Spacing between All-Movement Crossovers is 2000 feet (posted speed limit of greater than 45 mph) or 1200 feet (posted speed limit of 45 mph or less)

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²² http://www.ncdot.gov/doh/preconstruct/tpb/SHC/PDF/SHC_Map.pdf

NC Scenic Byways

Many roadways within the western North Carolina mountains serve not only as routes to move traffic, but also as access to and through some of the most scenic and historic areas in the country. Roadways in this context are to be experienced rather than simply traversed, as evidenced by the increasing amount of motorcycle tourism around the communities of Franklin and Robbinsville, for example. Intrinsic qualities of a particular route, whether historic, scenic, or even economic can often trump the desire to provide the highest level of vehicular service on a given facility.

The state and national scenic byway programs have the following requirements for corridor consideration:

- All users of the roadway and contexts must be considered; and
- Roadway improvements must take into account all aspects of the roadway and its surrounding environs; and
- Flexibility must be used in addressing pertinent design issues and conflicts.

The process of qualifying a corridor for national and state Scenic Byway status is described below:

1. Formation of a Corridor Management Committee to evaluate corridors within the framework of the National Scenic Byways process.
2. Committee prepares the Corridor Designation Reports (CDR) for state and national scenic byway status.
3. The CDR's must include an inventory of the intrinsic (natural and scenic) resources that would potentially qualify the corridor for status.

Because of the scenic beauty along many of the routes that traverse the mountain region coupled with the significant history surrounding the Cherokee Nation and the American Revolution that is rooted in this area, it is anticipated that many roadways within the seven county Region A area could be considered for Scenic Byway status. By pursuing these designations on treasured routes, additional protection may be afforded to the preservation of these corridors.

Scenic Byway designation also carries funding for the designated roadways to assist in implementing a Corridor Management Plan (CMP) that is prepared once the roadway is accepted into the Scenic Byways system. The CMP serves to fulfill the following objectives along the corridor:

- Identify context-sensitive safety improvements
- Identify methods of historic and scenic resource preservation
- Balance the interests of all users of the roadway
- Locate potential areas for interpretive trails and scenic pull-offs
- Enhance economic development and tourism in the surrounding areas
- Create a unified experience of travel and environmental experience

Source: Southwestern Commission's Region A Toolbox: A Pilot of the Mountain Landscapes Initiative

FUTURE TRANSPORTATION MAP

The Future Transportation Map (Map ___) brings together the planned projects with those projects the community would like to see. Below are the significant items of note:

Highway 64: As the primary route through the county, Highway 64 serves a variety of purposes. Sections are well suited for commercial development, it should provide for the safe and efficient movement of people and goods, and should remain attractive; as it is the first and sometimes only impression visitors have of Clay County. Highway 64 is also a prime location for bicycle and pedestrian facilities. Therefore, in accordance with the NC Strategic Highway Plan, reconfiguring Highway 64 as a boulevard is the best way to meet the varied functions of this road. The priority section to convert to a boulevard is the intersection with Highway 175 to the east to Qualla Road to the west, at least, but ideally to Settawig Road.

Highway 69: Highway 69 from Georgia to its intersection with Highway 64 is poised for commercial growth as the public water and wastewater lines near completion. As one of the primary commercial corridors, the road should be four-laned or converted to a boulevard so that it can accommodate heavy commercial activity. Access management should be of primary concern. Additionally, Highway 69, as the primary access road to the Clay County Industrial Park should also accommodate light industrial traffic.

Highway 175: Highway 175 is an identified rural pathway because of the number of private and public recreation resources along the corridor. It is also a primary travel route for those on the eastern side of the county who are traveling south. This corridor is likely to see increased development as water and wastewater infrastructure slowly expands north from Towns County, GA. Transportation considerations along this road include signage that delineates the road as a recreation destination and bicycle amenities that connect Jackrabbit to Hayesville.

Rural Crossroads: The Rural Crossroads are the five identified communities (Brasstown, Warne, Fires Creek, Tusquittee, and Shooting Creek) that have a higher concentration of development or other identifying characteristics that set them apart from other areas in the county. All, excluding Shooting Creek, are along an identified rural pathway. Transportation improvements in these areas should further delineate these areas as community crossroads with signage, sidewalks, and gateway features. Future bicycle and pedestrian planning efforts should develop the rural crossroads as nodes of a master bicycle and pedestrian plan. For example, if a person is in Brasstown, she can pick up a bicycle/pedestrian path and travel to a second node, or rural crossroad, in Warne.

Rural Pathways: The rural pathway concept, also discussed in the future land use section, is a tool to maintain the rural appearance of portions of Clay County. The rural pathways concept encourages the following transportation considerations along these pathways:

- Establish reasonable speed limits that permit the driver to experience the pathway.
- Allow for bump outs and pull-offs for scenic views or interpretation sites.
- Identify and improve unsafe areas, particularly those areas that may be dangerous to unfamiliar travelers.
- Identify safe bicycle and pedestrian paths that follow rural pathways.
- Consider Scenic By-way designation for some of the rural pathways.

Industrial Sites: The Transportation Planning map identifies three industrial areas for which maintaining adequate access is a priority. These sites include Coleman Cable north of Hayesville, Advanced Digital Cable in Shooting Creek, and the Clay County Industrial Park near the Towns

County line. Currently, these sites all have adequate access. However, it is important to prioritize access to these sites as transportation patterns change over time. It is also recommended that the coordinators of NC-DOT's Comprehensive Transportation Plan host a focus group comprised of business leaders familiar with the needs of these industries and industrial areas in order to identify their unique future transportation needs.

KEY TRANSPORTATION ISSUES AND OPPORTUNITIES

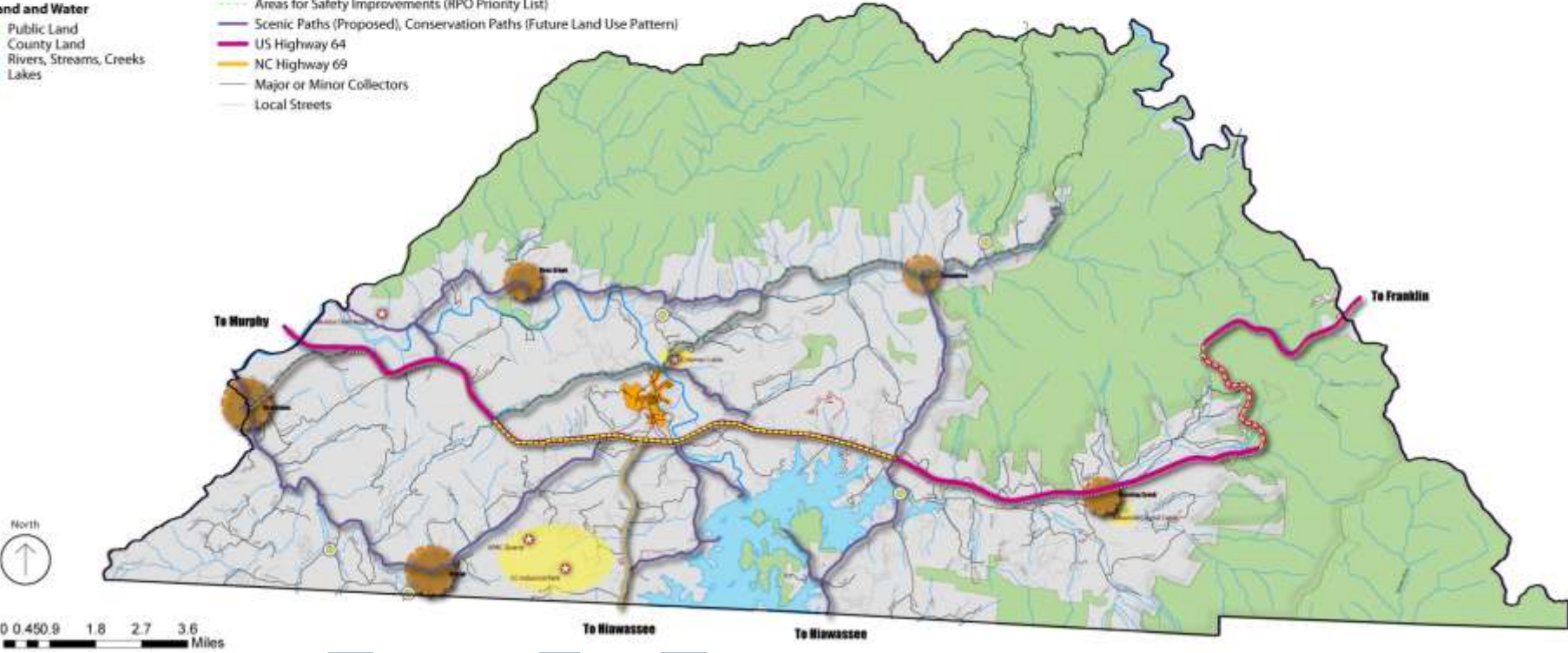
The following are some of the key issues and opportunities identified in this chapter:

- Clay County has a fairly good existing transportation network that can be greatly improved with some key transportation improvements.
- Clay County is positioned to work with NC DOT to develop a Comprehensive Transportation Plan. The Clay County Comprehensive Plan is the foundational document for the comprehensive transportation planning process.
- Clay County Transportation is an excellent community service, the resources of which can be better used to support the county's economic development goals.
- The current water line expansion and the future wastewater line expansion will likely increase commercial development along Highway 69
- Transportation planning along the rural pathways connects to future land use planning, recreation planning, and tourism development.
- Building a bicycle and pedestrian path network is an opportunity to address environmental protection, recreation, tourism, and economic development goals.

Clay County, North Carolina Transportation Planning

LEGEND

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|--|---|
| <p>Economic Development</p> <ul style="list-style-type: none"> ○ Industrial Site Industrial Access <p>Town and Community</p> <ul style="list-style-type: none"> Community / Rural Crossroad ● Hayesville <p>Land and Water</p> <ul style="list-style-type: none"> Public Land County Land — Rivers, Streams, Creeks Lakes | <p>Town and Community</p> <ul style="list-style-type: none"> Bridge Replacements (STIP Project) Highway 64 Climbing Lane (STIP Project) Highway 64 Boulevard, Four Lane (STIP Project, NC Strategic Highway) Highway 69 Four Lane (STIP Project) NC Scenic Byway (Designated) Areas for Safety Improvements (RPO Priority List) Scenic Paths (Proposed), Conservation Paths (Future Land Use Pattern) US Highway 64 NC Highway 69 Major or Minor Collectors Local Streets |
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TRANSPORTATION STRATEGY PLAN

The Transportation strategy presented in the CCCP integrates transportation goals with Clay County's future land use, economic development, rural character, and recreation plans through addressing the safe and effective movement of people and goods.

1. **T-1 Goal: Develop and maintain an efficient transportation system that includes all modes of transportation and provides the safe and effective movement of people and goods.**

Policy Objectives:

- 1.1. Clay County's long-range transportation planning decisions will be made in accordance with the comprehensive plan and future land use map. Open access to metropolitan areas, preservation of rural routes, alternative transportation options, and improvements should be considered.
- 1.2. Design future streets and highway improvements to be compatible with existing land uses and complement future land uses as illustrated on the future land use map, for example, roads in commercial areas support high traffic volume and roads in rural areas have a slower speed and allow the driver to experience the rural parts of the county.
- 1.3. Support state efforts to redesign Highway 64 into a boulevard and encourage the incorporation of bike and pedestrian pathways at least from Highways 175 to Qualla Road.
- 1.4. Ensure that the 64/69 corridors provide for the effective movement of people and goods to and from the metropolitan areas through good access management, planning for traffic flow, etc.

2. **T-2 Goal: Clay County residents will have access to bicycle, pedestrian, and alternative modes of mobility.**

Policy Objectives:

- 2.1. Design future streets and highway improvements to incorporate bikeway and pedestrian pathways
- 2.2. Develop a Parks, Recreation and Greenways Master Plan to identify a complete pedestrian, bike, and greenway network. Use the Comprehensive Transportation Planning Process to create a Bike/Pedestrian Plan
- 2.3. Use the resources of Clay County Transportation to increase ridership of the general public
 - 2.3.1. Encourage the use of public transportation. Assist Clay County Transportation to reach their goal of increased public transportation ridership.
 - 2.3.2. Provide support through advertising, grant assistance, capital planning, etc. to the Clay County Transportation system as they increase their efforts to broaden public transportation efforts
 - 2.3.3. Use the Clay County Transportation as a resource to better connect citizens to the economic opportunities in the broader region.
 - 2.3.4. Work toward providing commuter service between Clay County and the metropolitan areas.
- 2.4. Encourage Town of Hayesville to apply for a Pedestrian and Bike Planning Grant from NC DOT. This type of grant is only available to municipalities.

3. **T-3 Goal: When appropriate, coordinate with neighboring units of government to ensure coordination of transportation planning efforts (primarily Town of Hayesville, Towns County, GA and Cherokee County, NC)**

4. **T-4 Goal: Integrate energy efficiency and transportation planning**

Policy Objectives:

- 4.1. Make transportation planning decisions with energy conservation and energy efficiency in mind.
- 4.2. Increase the use and design of transit, pedestrian, and bikeway with the goal of reducing vehicle miles traveled (VMTs).
- 4.3. Enhance road efficiency and function to minimize pollution, for example, identify and reduce congestion in problem areas.

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