

# FOOTHILLS RPO COMPREHENSIVE TRANSPORTATION PLAN

June 2022

## Rutherford County Highway Recommendations

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
R01	RUTH20003-H	Modernization	US 74	From: Polk/Rutherford Line   To: Rutherford/Cleveland Line	16.8	H	Upgrade to Interstate standards: add paved shoulder and upgrade bridges where needed to enhance mobility and safety.	US 74 between I-26 and I-85 is a Strategic Transportation Corridor in the state. This Strategic Transportation Corridor is envisioned to be a freeway cross-section with a minimum of 4 lanes, a median, and interchange-only access.
R02	R-2597A	Congestion	US-221	From: Roper Loop Rd (SR 1366)   To: Nanneytown Rd (SR 1325)	5.25	H	Widen to 4 lanes, divided to improve mobility and traffic flow along the US 221 corridor. Currently programmed in the 2020-2029 STIP for ROW in 2029 and construction post year.	US 221 is a regionally significant corridor connecting I-40 to US 74. It has high truck traffic (10-15%) and lacks essential passing and turn lanes which can significantly increase travel times causing congestion at intersections.
R03	R-2597B	Congestion	US-221	From: Nanneytown Rd (SR 1325)   To: McDowell County Line	5.73	H	Widen to 4 lanes, divided to improve mobility along the US 221 corridor. This will help improve mobility and safety on uphill portions.	US 221 is a regionally significant corridor connecting I-40 to US 74. There is significant truck traffic (10-15%) along this corridor. Currently, US 221 lacks essential passing and turn lanes which can significantly increase travel times causing congestion at intersections.
R04	RUTH20011-H	Congestion	Proposed Lake Lure Pkwy	From: US 64   To: Arcade St/US 64	1.1	H	New road around Downtown Lake Lure to improve safety and mobility and relieve congestion.	US 64/74-A through Lake Lure is congested due to the topography of the road, tourism, and seasonal traffic.
R05	RUTH20010-H	Congestion	US 74 Bus.	From: US 221A (S Broadway St)   To: Old US 74 Hwy (SR 1595)	1.77	H,B,P	Widen to 3 lanes with center turn lane; add bike lanes and sidewalk to improve safety and mobility, and relieve congestion.	E Main St [Forest City] is projected to be nearing or over capacity. This creates congestion and inhibits mobility along this corridor, and there are no multimodal facilities to allow travel from downtown across the river.
R06	RUTH40014-H	Congestion	Hudlow Rd	From: Weatherstone Dr (SR 1604)   To: US 221A (Main St)	0.68	H,B,P	Widen to 3 lanes with center turn lane, add bike lanes and sidewalk to improve mobility and relieve future congestion.	Hudlow Rd is projected to be near capacity. This road experiences congestion, particularly near the intersection with Main St, and mobility is inhibited as a result.
R07	RUTH40022-H	Congestion	Oakland Rd	From: Piney Ridge Rd (SR 2159)   To: Withrow Rd (SR 2185)	1.01	H,B,P	Widen to 3 lanes with center turn lane, add bike lanes and sidewalk to improve mobility and relieve future congestion.	Oakland Rd is projected to be near capacity, which causes congestion and inhibits mobility along the corridor.
R08	RUTH40027-H	Congestion	Oak St [Forest City] (east extension)	From: S Broadway St (US 221A)   To: E Main St [Forest City] (US 74 Bus.)	0.84	H,B,P	New roadway (extension): 4 lane, divided; add bike lanes & sidewalk to improve mobility and relieve congestion.	Oak St [Forest City] is a major east-west corridor, parallel to Main St which is nearing or over capacity; The connector between Oak and Main, S Broadway St, is also nearing or over capacity. A road bypassing downtown Forest City is needed to relieve congestion on these roads.
R09	RUTH40026-H	Congestion	S Church St [Forest City]/Bethany Church Rd	From: Hardin Rd (SR 2178)   To: Piney Ridge Rd (SR 2159)	0.82	H,B,P	Widen to 3 lanes with center turn lane, add bike lanes and sidewalk to improve mobility and relieve future congestion.	Bethany Church Rd and S Church St [Forest City] are projected to be over capacity, which causes congestion and inhibits mobility.
R10	RUTH20009-H	Modernization	US 221A (W Main St & Charlotte Rd) & NC 108 (S Washington St)	From: Yelton St   To: Maple/Monfredo Sts (NC 108)	1.19	H,B,P	Modernization: Add bike lanes & sidewalk; includes intersection improvements at Main St [Rutherfordton] & Railroad Ave (US 74-A) to improve safety, mobility and multimodal connectivity; from Park Lane Dr to Cleghorn St part of Great Trails State network.	This corridor will be impacted by the Rutherfordton Bypass; there is currently congestion at the intersections with Main St [Rutherfordton] and at US 74-A.
R10A	RUTH20012-H	Bridge/Intersection	Charlotte Rd (US 221A)/S Washington St (NC 108)	Intersection with Main St [Rutherfordton] (US 74 Business/Existing US 221)	0	H	Reconfigure intersection and adjust traffic signals to improve mobility and reduce congestion.	This intersection is currently a four-way split phase traffic signal, which limits the flow of traffic. Intersection improvements are needed to improve mobility and relieve congestion.
R10B	RUTH20013-H	Bridge/Intersection	College Ave/Railroad Ave (US 74-A)	Intersection with Charlotte Rd/W Main St [Spindale] (US 221A)	0	H	Add additional left turn lane to US 74-A westbound to improve mobility and reduce congestion.	Charlotte Rd/Main St [Spindale] is a major corridor; the intersection at US 74-A (Railroad Ave/College Ave), currently experiences congestion and inhibited mobility.
R11	RUTH20008-H	Modernization	US 221A (Main St [Spindale])	From Smith Grove Rd to Ledbetter Rd & Ohio St to Yelton St	1.44	H,B,P	Modernization: intersection improvements, add median where appropriate; add bike lanes and sidewalk to improve safety, mobility and multimodal connectivity.	Main St in Spindale is projected to be nearing capacity, which creates congestion and inhibits mobility. There are numerous businesses along this corridor, and turning movements creates more congestion and poses a safety risk.
R12	RUTH20007-H	Access Management	US 221A (Main St [Forest City])	From: S Church St   To: Smith Grove Rd (SR 1551)	2.25	H,B,P	Access Management: remove center turn lane and add median; driveway consolidation; add bike lanes & sidewalk to improve mobility and multimodal connectivity.	Main St is projected to be over capacity, which creates congestion and inhibits mobility. There are numerous businesses along this corridor, and turning movements creates more congestion and poses a safety risk.
R13	RUTH40023-H	Access Management	Oak St [Forest City]	From: College Ave (US 74-A)   To: Young St	1.28	H,B	Access Management; improvements for business access and pedestrian crossings to improve safety and mobility; add bike lanes from Butler Rd to Young St.	Oak St [Forest City] is a five-lane facility serving as a key east-west connection across Forest City; east of Young St it has a median. For safety purposes and allowing better access, a median and multimodal elements are needed.
R14	R-3612	Modernization	US-221A	From: Ellenboro Henrietta Rd (SR 1920)   To: Melton St (SR 1941)	1.05	H,B	Modernization: 12-foot lanes with paved shoulder to improve safety and mobility.	US 221A averages a road width of 22-foot wide (two 11-foot wide lanes) and contains tight curves. The horizontal and vertical alignment causes impacts to mobility and safety.
R15	RUTH30001-H	Modernization	NC 9	From: Polk/Rutherford Line   To: US 64/74-A	1.24	H,B,P	Modernize Roadway: Widen lanes from 10 feet to 11 feet wide, add bike lanes throughout, and add sidewalks to both sides to improve safety, mobility, and multimodal connectivity.	NC 9 from the Polk County Line to US 64/74-A in Lake Lure is currently 20 feet wide (two 10 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety. NC 9 also lacks multimodal facilities to connect to downtown.
R16	RUTH40010-H	Modernization	Island Creek Rd	From: NC 9   To: US 64	1.93	H,P	Modernize Roadway: 11 foot wide lanes and add paved shoulder to improve safety and mobility; add sidewalk from NC 9 to Lake Lure Classical Academy school entrance. .	Island Creek Rd is currently about 20 feet wide (two 10 foot wide lanes) with no shoulder, which is not up to modern design standards, thus impacting mobility and safety.
R17	RUTH20001-H	Modernization	US 64/74-A	From: Bills Creek Rd (SR 1008)   To: Deter St	13.38	H,M,B,P	Modernize Roadway: add passing lanes, turn lanes, and add paved shoulder; sidepath (Broad River Greenway) alongside road from Bills Creek Rd to Rock Springs Church Rd.	US 64/74-A from Lake Lure to Rutherfordton currently has no paved shoulder, and only a few turn lanes, which is not up to modern design standards, thus impacting mobility and safety.
R18	RUTH20002-H	Modernization	US 64	From: Long St (SR 1598)   To: Rutherford/McDowell Line	13.05	H	Modernize Roadway: add passing lanes, turn lanes, and add paved shoulder to improve mobility and safety.	US 64 from Ruth to the McDowell County Line currently has no paved shoulder, and only a few turn lanes, which is not up to modern design standards, thus impacting mobility and safety.
R19	RUTH40025-H	Modernization	Thunder Rd & Oak St [Spindale]	From: US 221   To: E Main St [Spindale] (US 221A)	2.39	H,M,B,P	Modernize corridor to improve safety and mobility; road diet on Oak St [Spindale] - reduce lanes from 4 to 3; Intersection improvements at US 74-A & W Main St [Spindale]; multi-use path alongside Thunder Rd or Stonecutter Creek from existing US 221 to US 74-A.	Thunder Rd is 20 feet wide (two 10 foot wide lanes) on average; Oak St [Spindale] is a 4-lane, undivided facility that is not projected to have traffic anywhere near capacity for a 4-lane facility; Oak St and Thunder Rd is a key multimodal corridor.
R20	RUTH20006-H	Modernization	US 74-A	From: US 64   To: US 221A (Charlotte Rd)	1.57	H,P	Modernization: 12 foot wide lanes and add paved shoulder with intersection improvements to improve safety and mobility.	US 74-A between US 221A and US 64 is projected to be over capacity and is congested due to truck traffic, which in turn inhibits mobility.
R21	RUTH30002-H	Modernization	NC-108	From: Polk/Rutherford Line   To: Sims Sandpit Rd (SR 1193)	2.66	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	NC 108 is currently between 20 and 21 feet wide (two 10/10.5 foot wide lanes) on average, which is not up to modern design standards, thus impacting mobility and safety.
R22	RUTH20005-H	Modernization	US 74 Bus./Existing US 221	From: Poors Ford Rd (SR 1004)   To: Coxe/Thunder Rds	2.12	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road currently has lane widths which are not up to modern design standards, thus impacting mobility and safety.
R23	RUTH20004-H	Modernization	US 221A (S Broadway St)	From: US 74   To: US 74 Bus. (E Main St [Forest City])	1.38	H,P	Modernize roadway, adding curb & gutter and sidewalk (where it currently does not exist) to improve safety and mobility.	US 221A/S Broadway St between US 74 and Main St [Forest City] currently has sections that lack curb & gutter, which is not up to modern design standards.
R24	RUTH40011-H	Modernization	Cedar Creek Rd & Buffalo Creek Rd	From: Cedar Creek Rd/Buncombe-Rutherford Line   To: Buffalo Creek Rd/Bills Creek Rd (SR 1008)	8.41	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

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R25	RUTH40004-H	Modernization	Bills Creek Rd	From: US 64   To: Cove Rd (SR 1001)	8.96	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 20 feet wide (two 10 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R26	RUTH40001-H	Modernization	Cove Rd	From: McDowell/Rutherford Line   To: US 64	10	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R27	RUTH40012-H	Modernization	Painters Gap Rd	From: US 221   To: Cove Rd (SR 1001)	10.37	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R28	RUTH40013-H	Modernization	Hudlow Rd	From: US 221   To: Rock Rd (SR 1520)	4.69	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R29	RUTH40017-H	Modernization	Pearidge Rd	From: Brick Rd (SR 1583)   To: Piney Mtn Church Rd (SR 1007)	3.67	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R30	RUTH40003-H	Modernization	Piney Mountain Church Rd	From: Pearidge Rd (SR 1561)   To: Old Hollis Rd (SR 1776)	10.81	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R31	RUTH40021-H	Modernization	Salem Church Rd	From: Hollis Rd (SR 1749)   To: Main St (SR 1006)	4.86	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R32	RUTH40019-H	Modernization	South Mtn Rd	From: Freewill Baptist Ch Rd (SR 1708)   To: Main St (SR 1006)	2.31	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R33	RUTH40020-H	Modernization	Hollis Rd	From: Main St (SR 1006)   To: Short Rd (SR 1777)	13.17	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 20 feet wide (two 10 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R34	RUTH40006-H	Modernization	Jack Mckinney Rd	From: SC Line (Henderson Rd)   To: US 221	5.86	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R35	RUTH40005-H	Modernization	Big Island Rd	From: Hopper Rd   To: SC Line (Big Island Rd)	6.78	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R36	RUTH40008-H	Modernization	Cleghorn Mill Rd	From: Poors Ford Rd (SR 1004)   To: Coxe Rd (SR 1005)	2.78	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R37	RUTH40002-H	Modernization	Coxe Rd	From: Polk/Rutherford Line (Ken Miller Rd)   To: Union Rd (SR 1153)	0.18	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R38	RUTH40024-H	Modernization	Old Stonecutter Rd	From: Poors Ford Rd (SR 2194)   To: Thunder Rd (SR 2201)	1.77	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R39	RUTH40029-H	Modernization	Spindale St	From: Whitesides Rd   To: West St	1.41	H	Modernization: Add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
R40	RUTH40016-H	Modernization	Old Ballpark Rd & Old Ross Rd	From: Stonecutter St   To: Whitesides Rd	2.36	H,P	Modernization: 11 foot wide lanes and add paved shoulder to improve safety and mobility; add sidewalk from Stonecutter St to Case Branch.	Old Ballpark Rd & Old Ross Rd are currently 21 feet wide (two 10.5 foot wide lanes) on average, which is not up to modern design standards, thus impacting mobility and safety.
R41	RUTH40030-H	Modernization	Ledbetter Rd	From: Shenandoah Dr   To: Old Ballpark Rd	0.78	H	Modernization: Add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
R42	RUTH40007-H	Modernization	Hogan Rd & Harris Henrietta Rd	From: Jack Mckinney Rd (SR 1111)   To: US 221	0.77	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 20 feet wide (two 10 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R43	RUTH40015-H	Modernization	Rock Rd	From: Oscar Justice Rd (SR 1523)   To: Broyhill Rd (SR 1535)	1.58	H,M	Modernization: add paved shoulder to improve safety and mobility.	This road currently lacks paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
R44	R-5917	Bridge/Intersection	US 64/74-A (N Washington St/W Mountain St)	Intersection with N Washington St & Hickory St	0	H	Improve intersection by realigning Frady St, Hickory St and N Washington St to create through movement on US 64 or installing roundabout to improve safety and mobility; 2020-29 STIP - ROW 2029, Con. post year.	The intersection of US 64/74-A, N Washington St, Frady St, & Hickory St, is currently set up for a free-flow movement on S Washington St (pre-1994 US 74). Mobility and operations improvements are needed.
R45	R-5916	Bridge/Intersection	NC 108 (Maple St/S Washington St)	Intersection with S Washington St & Monfredo St	0	H	Install roundabout to improve safety and mobility.	The intersection of NC 108/Maple St, NC 108/S Washington St, & Monfredo St is currently set up for a free-flow movement on S Washington St (pre-1994 US 74). Mobility and operations improvements are needed.
R46	R-5880	Bridge/Intersection	Coxe Rd/Thunder Rd	Intersection with existing US 221 (US 74 Bus.)	0	H	Improve intersection by adding turn lanes to Coxe & Thunder Rds or installing roundabout to improve safety and mobility; 2020-29 STIP - ROW 2029, Con. post year.	The intersection of US 221, Coxe Rd & Thunder Rd is currently a 4-way intersection with no turn lanes. Making left turns on any leg of this intersection is difficult. Safety and mobility improvements are needed.
R47	RUTH20014-H	Bridge/Intersection	US 74-A (College Ave)	Intersection with Thunder Rd/S Oak St [Spindale]	0	H	Extend turn lanes and add pedestrian crossings to improve safety and mobility.	The intersection of Thunder Rd/Oak St [Spindale] and US 74-A falls along a major multimodal corridor in the county; thus, intersection improvements, including new crosswalks, are needed to improve the safety and mobility across this intersection.
R48	RUTH20015-H	Bridge/Intersection	W Main St [Spindale] (US 221A)	Intersection with Oak St [Spindale]	0	H	Add right turn lane on Main St to improve mobility and safety.	The intersection of Oak St and Main St currently has a combined through and right lane on Main St east. However, the turning movement from Main St east to Oak St south is sufficient to warrant a right turn-only lane, which would improve the mobility and relieve congestion at the intersection.
R49	R-5918	Bridge/Intersection	Oakland Rd	From: Spinner St   To: E Main St [Spindale] (US 221A) and Ledbetter Rd	0.2	H	Realign Oakland Rd to intersect Main St at Ledbetter Rd with either a traffic signal or roundabout to improve mobility and safety; add sidewalk; 2020-29 STIP - ROW 2029, Con. post year.	The intersection of Oakland Rd and Main St [Spindale] is currently a narrow, angled intersection, where Oakland Rd is aligned with Kentucky St. This intersection can thus become congested, and mobility inhibited.
R50	RUTH20016-H	Bridge/Intersection	US 74-A (College Ave)	Intersection with S Church St [Forest City]/Bethany Church Rd	0	H	Extend turn lanes and add pedestrian crossings to improve safety and mobility.	The intersection of Bethany Church Rd/S Church St & US 74-A currently has short turn lanes on Bethany Church/S Church St. To improve mobility and relieve congestion, this intersection needs to be improved.

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R51	RUTH30003-H	Bridge/Intersection	NC 120	Intersection with Old Mooresboro, Race Path Church, Franklin, & Goode Rds	0	H	Install roundabout to improve safety and mobility.	This intersection is currently a six-legged intersection, which creates sight distance and safety issues for traffic turning to and from each of the legs. This intersection needs to be improved to address this.
R52	RUTH40028-H	Bridge/Intersection	Bostic Sunshine Hwy	Intersection with Andrews Mill, Salem Church, & Piney Mountain Rds	0	H	Install roundabout at intersection with Salem Church and Piney Mountain Church Rd to improve mobility and safety; realign all roads to avoid impacting historic district; add bike lanes to Bostic Sunshine Hwy (south of intersection) & Salem Church Rd.	This intersection is currently a five-legged intersection. Improving this intersection would improve safety and mobility, but doing so must avoid impacting the historic district to the maximum extent possible. Bike accommodations should be made.
R53	RUTH50004-H	Other (Safety, etc.)	Old Sand Branch Rd Ext	From: Carsons Way   To: Old Sand Branch Rd	0.41	H	New 2-lane road to connect to Rumbling Bald resort for increased mobility, connectivity, and improve Emergency Response times.	Rumbling Bald Resort is currently accessed from Lake Lure by going around 3 sides of the lake. Lack of access on the west side of the lake could delay response times. To improve access to the resort for Emergency Medical Services, it is recommended to build a new road on the south side of the resort.
R54	RUTH50001-H	Modernization	Boys Camp Rd & Village Blvd	From: US 64   To: Village Blvd/Carsons Way Ln	2.14	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
R55	RUTH50003-H	Modernization	Arcade St	From: US 64 (west int.)   To: US 64 (east int.)	0.16	H,B,P	Modernize Roadway: 11 foot wide lanes and add paved shoulder to improve safety and mobility; add grassy buffer and sidewalks.	In accordance with Lake Lure's vision for downtown, this road should be improved to connect to the proposed Lake Lure Pkwy to improve safety and mobility.
R56	RUTH50002-H	Modernization	Proctor Rd	From: Arcade St   To: Proposed Lake Lure Pkwy	0.15	H,B,P	Modernize Roadway: 11 foot wide lanes and add paved shoulder to improve safety and mobility; add grassy buffer and sidewalks.	In accordance with Lake Lure's vision for downtown, this road should be improved to connect to the proposed Lake Lure Pkwy to improve safety and mobility.
R57	RUTH40018-H	Modernization	Brick Rd	From: Church St (SR 1576)   To: Pearidge Rd (SR 1561)	0.42	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R58	RUTH40009-H	Modernization	Union Rd	From: US 74   To: Coxie Rd (SR 1005)	0.23	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
RA	R-2233BB	Congestion	US 221 (Rutherford Bypass)	From: Laurel Hill Rd Bridge   To: Roper Loop Rd (SR 1366); multiple other roads	4.98	H,M,B,P	New Location 4-lane expressway (Laurel Hill to Thompson/Broyhill Rds), then widen US 221 to 4-lane "superstreet" design from Thompson/Broyhill to Roper Loop to improve safety and mobility and relieve congestion along the existing US 221 corridor.	US 221 through Rutherfordton is projected to be nearing or over capacity. In order to relieve congestion and improve mobility along the corridor, a bypass of the town is most feasible.
RB	R-2233BA	Congestion	US 221 (Rutherford Bypass)	From: US 74 WB Ramp   To: Charlotte Rd (US 221A)	3.81	H	Widen Existing US 221 from US 74 to Torrington Rd (driveway), then New Location 4-lane expressway to Laurel Hill Rd overpass to improve safety and mobility and relieve congestion along the existing US 221 corridor.	US 221 through Rutherfordton is projected to be nearing or over capacity. In order to relieve congestion and improve mobility along the corridor, a bypass of the town is most feasible.

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**Rutherford County Bicycle and Pedestrian Recommendations**

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R001	RUTH0001-M	Multiuse Path	Thermal Belt - Peavine Connector Trail	From: end of existing TBRT (Gilkey)   To: Rutherford/McDowell Line	6.7	M	Recommend multi-use Path and a Rail trail extension following the rail line that would connect to Marion & Peavine Rail Trail.	This recommendation is needed to provide a multimodal connection to historic places. It would connect the communities of Gilkey, Thermal City, Union Mills.
R002	RUTH0002-M	Multiuse Path	Broad River Greenway	From: Lake Lure   To: Cleveland County Line	42.17	M	Recommend multi-use path/greenway along the river. Sidepath to go along US 64 from Island Creek Rd to Rock Springs Church Rd (a small section across river on Rock Springs Church Rd).	This recommendation is needed to provide a multimodal connection to historic places, and neighboring counties. It would connect the communities of Uree, Riverbend to Lake Lure.
R003	RUTH0003-M	Multiuse Path	Cleghorn Creek Greenway, Purple Martin Greenway Extension	From: Broad River Greenway   To: existing Purple Martin Greenway	6.69	M	Recommend multi-use path/greenway along the creek to connect Broad River to Rutherfordton with a section of side path that will be along Thunder Rd from Coxe & Main St to Old Stonecutter Rd Bike lane on non-side path side of Thunder Rd.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect rural areas to the Tri-Cities urbanized area.
R004*	RUTH40035-HM	Multiuse Path	Thunder Rd	From: US 74 Bus/Existing US 221 (S Main St)   To: US 74-A (College Ave)	1.21	H,M	A sidepath as part of highway project R19 is recommended.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
R005	RUTH0004-M	Multiuse Path	Crestview Park - Golf Club Greenway	From: NC 108   To: Cottage Ln	1.18	M	Recommend a multi-use path/greenway to connect Rutherford Golf Club, Crestview Park, and Purple Martin Greenway.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, medical facilities. It would connect to the community of Forest Hills to the Tri-Cities urbanized area.
R006	RUTH0005-M	Multiuse Path	West Rutherfordton Greenway Connection	From: Mountain/N Washington Sts   To: Purple Martin Greenway	2.73	M	Recommend side path to connect NW & W of Rutherfordton, Hospital, and Purple Martin Greenway; following along N Washington St, N/S Ridgecrest Ave, Edwards St, Frosty Ln, Tanner St. Sidewalk on non-side path side of Edwards St & S Ridgecrest Ave (Edwards St to Tryon Rd).	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, medical facilities. It would connect to the community of Fernwood to the Tri-Cities urbanized area.
R007	RUTH0006-M	Multiuse Path	HS-Rail Trail Connector, R-S Central HS Driveway	From: Westbrook Dr/R-S Central HS driveway   To: Thompson Rd/US 221 (via driveway & existing US 221,	2.09	M	Recommend side path along R-S Central High School's connector roads and the existing path of US 221, Thompson Rd, and Westbrook Rd. Design to accommodate eventual connection to Thermal Belt Rail Trail and Hollands Creek Greenway.	This recommendation is needed to provide a multimodal connection to schools.
R008	RUTH0007-M	Multiuse Path	R-S Central HS/MS to TBRT Greenway Connection(s)	From: R-S Central HS/MS   To: Thermal Belt Rail Trail	0.24	M	Recommend a multi-use path/greenway connector to connect R-S Central High Schools to the Thermal Belt Trail via new location of Broyhill Rd connecting across US 221. Or via existing location of Broyhill Rd, which is to be removed as part of US 221 Bypass, connecting over US 221.	This recommendation is needed to provide a multimodal connection to schools.
R009	RUTH0025-M	Multiuse Path	Overmountain Victory Trail (Polk Co. - Spartanburg Co.)	via Lambs Grill Rd from the SC Line (Parris Bridge Rd) to the Rutherford/Polk Line (Chesnee Rd)	0.03	M	Recommend a Multi-use Path (Overmountain Victory Trail) alongside Lambs Grill Rd as part of Great Trails State network.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, medical facilities, schools, and neighboring counties. It would connect the communities of Mount Vernon, Logan, Sandy Springs to the Tri-Cities urbanized area.
R009	RUTH20002-HM	Multiuse Path	Deter St & US 64	From: south end of Deter St   To: US 64/future US 221 NB Ramp/Railroad Ave/TBRT	0.36	M	Recommend Overmountain Victory Trail connector side path to be constructed as part of Rutherford Bypass project via Deter St and relocated US 64.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
R009	RUTH0009-M	Multiuse Path	Overmountain Victory Trail	From: Rutherford-Polk Line/Grays Chapel Church Rd   To: Rutherford/McDowell Line	20.68	M	Recommend a multi-use path (Overmountain Victory Trail) alongside Lambs Grill Rd as part of Great Trails State network.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, medical facilities, schools, and neighboring counties. It would connect the communities of Mount Vernon, Logan, Sandy Springs to the Tri-Cities urbanized area.
R010	RUTH0008-M	Multiuse Path	Proposed Hollands Creek Greenway	From: Thompson Rd   To: Hudlow Rd	6.11	M	Recommend a multi-use path/greenway along Hollands Creek.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect to the community of Thermal Valley to the Tri-Cities urbanized area.
R011	RUTH0010-M	Multiuse Path	Proposed Catheys Creek Greenway	From: Rock Rd   To: Second Broad River Greenway	6.54	M	Recommend a multi-use path/greenway along Catheys Creek.	This recommendation is needed to provide a multimodal connection to historic places.
R012	RUTH0011-M	Multiuse Path	Proposed Case Branch Greenway	From: Spencer St   To: Prop. Hollands Creek Greenway	1.74	M	Recommend a multi-use path/greenway along Case Branch. The spur to connect to baseball fields at JD Melton Memorial Park.	This recommendation is needed to provide a multimodal connection to commercial areas. It would connect rural areas to the Tri-Cities urbanized area.
R013	RUTH0012-M	Multiuse Path	Proposed Charles Deviney Park Greenway	From: Spindale St/Campbell St   To: Prop. Case Branch Greenway (at Maintenance Rd/Old Ballpark Rd)	0.39	M	Recommend a multi-use path/greenway to connect to Charles Deviney Park.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Tri-Cities urbanized area.
R014	RUTH0024-M	Multiuse Path	Watts Rd - TBRT Greenway Connector	From: Watts Rd   To: Thermal Belt Rail Trail	0.27	M	Recommend a multi-use path/greenway connector to Rutherford County Walking Path & TBRT.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Tri-Cities urbanized area.
R015	RUTH0013-M	Multiuse Path	Shopping Center Connector	From: College Ave (US 74-A)/Spindale Plaza Dr   To: Big Lots/Sav-A-Lot bus stop	1.35	M	Recommend multi-use path/greenway connectors to Thermal Belt Rail Trail, Rutherford County Walking Path, government services, Isothermal Community College. Sidepath to follow along ICC Dr, Spindale Plaza Dr, Callahan Koon Rd, and Withrow Rd. Bike lane & Sidewalk on non-side path side of Withrow Rd.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect to the community of Bakersville to the Tri-Cities urbanized area.
R016	RUTH0014-M	Multiuse Path	Parks Greenway	From: W Main St [Forest City]   To: James Crowe Park/Second Broad River Greenway	2.18	M	Recommend a multi-use path/greenway along creekbed to connect Forest City Parks.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect the communities of Pinecrest, River Hills to the Tri-Cities urbanized area.
R017	RUTH0015-M	Multiuse Path	Bostic Spur	From: Thermal Belt Rail Trail   To: Downtown Bostic	3.23	M	Recommend a multi-use path/rail trail along old railroad from Forest City to Bostic.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect Bostic to the Tri-Cities urbanized area.
R018	RUTH0016-M	Multiuse Path	Second Broad River Greenway	From: Catheys Creek Greenway   To: Rutherford-Cleveland Line	19.53	M	Recommend a multi-use path/greenway along river and connect to James Crowe Park and Parks Greenway.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools, and neighboring counties. It would connect the communities of Avondale, River Hills, Caroleen, Cliffside, Henrietta to the Tri-Cities urbanized area.
R019	RUTH0017-M	Multiuse Path	Thermal Belt Rail Trail SE Extension	From: existing TBRT   To: NS SF Line/NC 120/Webb Rd/Rutherford-Cleveland Line	7.81	M	Recommend multi-use path/rail trail extension following old rail right of way.	This recommendation is needed to provide a multimodal connection to commercial areas, schools, and neighboring counties. It would connect rural areas to the Tri-Cities urbanized area.
R020	RUTH0018-M	Multiuse Path	Cliffside-Ellenboro Trail	From: Second Broad River Greenway   To: Henrietta St/Main St [Ellenboro] (US 74 Business)	6.46	M	Recommend a multi-use path/rail trail following the old railway right-of-way from Cliffside to Ellenboro (includes existing bridge over US 74). Use side path or on-road bike lanes on Henrietta St in Ellenboro.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect Ellenboro to the Tri-Cities urbanized area.
R021	RUTH0019-M	Multiuse Path	Oak-Oakland Greenway Connector	From: Reservation Dr   To: Thermal Belt Rail Trail at Kentucky St/existing Oakland Rd	1.1	M	Recommend of multi-use path/greenway following creekbed and a side path along Reservation Dr.	This recommendation is needed to provide a multimodal connection to commercial areas. It would connect to the community of Ellington Heights to the Tri-Cities urbanized area.
R022	RUTH0020-M	Multiuse Path	ICC Connector Trail - West	From: Thunder Rd/College Ave   To: ICC Dr	1.44	M	Recommend a multi-use path/greenway parallel to US 74-A.	This recommendation is needed to provide a multimodal connection to commercial areas, schools. It would connect the communities of Ellington Heights, Bakersville, Frog Level to the Tri-Cities urbanized area.

# FOOTHILLS RPO COMPREHENSIVE TRANSPORTATION PLAN

June 2022

## Rutherford County Bicycle and Pedestrian Recommendations

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
R023	RUTH00021-M	Multiuse Path	Brackett's Creek Greenway, ICC Trail Connector - East	From: ICC Dr/College Ave   To: Harmon St/Cornwell St/TBRT	4.43	M	Recommend a multi-use path/greenway along trails on east side of ICC pond, Brackett's Creek, and parallel to US 74-A from Plaza Dr/Lowes Blvd to S Church St [Forest City]/Bethany Church Rd. Parallel to creekbed from there to Harmon Dr/E Spruce St; side path on Harmon Dr to connect to TBRT.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect the communities of Bakersville, Pinecrest to the Tri-Cities urbanized area.
R024	RUTH00022-M	Multiuse Path	Copper Mine Branch Greenway	From: Beaver St/Thermal Belt Rail Trail   To: Second Broad River Greenway	1.99	M,B,P	Recommend multi-use path/greenway along the creek with section of side path along Old Caroleen Rd and Riverside Dr. Bike lane and sidewalk on non-side path side of Old Caroleen Rd.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect rural areas to the Tri-Cities urbanized area.
R025	RUTH00023-M	Multiuse Path	First Broad River Greenway	From: NC 226 at Rutherford/McDowell Line   To: Rutherford/Cleveland Line	16.09	M	Recommend multi-use path/greenway along Little First Broad River, then along First Broad River. And a side path along NC 226 from Rutherford/McDowell Line to Little First Broad River bridge.	This recommendation is needed to provide a multimodal connection to historic places, and neighboring counties.
R026	RUTH20001-BP	Bike and Ped	US-64	From: Henderson/Rutherford Line   To: Chimney Cliffs Dr	3.23	B,P	Recommend Bike Lanes from Lake Lure CTP R027, with sidewalk between Johns Rd & Chimney Cliffs Dr.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, state parks, and neighboring counties. It would connect rural areas to Chimney Rock Village, Lake Lure.
R027	RUTH20002-B	Bicycle	US-64	From: Harris Rd   To: Island Creek Rd (SR 1185)	4.75	B	Bike lanes are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect rural areas to Lake Lure.
R028*	RUTH30001-HBP	Bike and Ped	NC 9	From: Polk/Rutherford Line   To: US 64/74-A (Memorial Hwy)	2.48	H,B,P	Bike lanes and sidewalk as part of highway project R15 are recommended.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
R029	RUTH20005-BP	Bike and Ped	N Main St [Rutherfordton] (Existing US 221)	From: US 221A/NC 108   To: R-S Central HS driveway	2.79	B,P	Bike lanes recommended from Isothermal Regional Bike Plan with an addition of sidewalk from Carnegie Rd to US 64/Mountain St.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect to the community of Thermal Valley to the Tri-Cities urbanized area.
R030	RUTH40016-B	Bicycle	Thompson Rd	From: US 64   To: US 221	0.97	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This corridor provides connection(s) to other parts of the network using roads suitable for cycling and/or walking.
R031	RUTH40020-B	Bicycle	Broyhill Rd	From: Rock Rd (SR 1520)   To: Thermal Belt Rail Trail	1.36	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places.
R032	RUTH40047-B	Bicycle	Oakland Rd	From: US 221   To: Poors Ford Rd/Piney Ridge Rd	3.2	B,P	Recommend Bike lanes as described in the Isothermal Regional Bike Plan and Rutherford County CTP.	This recommendation is needed to provide a multimodal connection to commercial areas. It would connect the communities of Oakland Heights, Frog Level, Danielstown to the Tri-Cities urbanized area.
R033*	RUTH20001-HBP	Bike and Ped	US-64	From: Washington St (SR 1218)   To: Deter St/OVMT	0.97	H,B,P	Bike lanes and sidewalk from N Main St to Deter St as part of highway project R17 are recommended.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
R034	RUTH40015-B	Bicycle	N Washington St	From: Maple Creek Rd (SR 1178)   To: NC 108	0.77	B	Bike lanes are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within the Tri-Cities urbanized area.
R035	RUTH30001-B	Bicycle	NC-108	From: proposed OVMT   To: Ridgecrest Ave (SR 1166)	0.54	B	Bike lanes are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, medical facilities. It would expand the multimodal network within the Tri-Cities urbanized area.
R036	RUTH30002-BP	Bike and Ped	NC-108	From: S Ridgecrest Ave (SR 1153)   To: Washington St (SR 1218)	0.8	B,P	Bike lanes and sidewalk are recommended from S Washington St to Main St part of Highway project R10.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, medical facilities, schools. It would expand the multimodal network within the Tri-Cities urbanized area.
R037*	RUTH20015-HBP	Bike and Ped	US 221A (W Main St & Charlotte Rd) & NC 108 (S Washington St)	From: Yelton St   To: Maple/Monfredo Sts (NC 108)	2.38	H,B,P	Bike lane and sidewalk from Park Lane Dr to Cleghorn St, part of Great Trails State network, as part of highway project R10 are recommended.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
R038	RUTH20004-B	Bicycle	US 74 Bus./Existing US 221	From: Coxe Rd (SR 1005)   To: Lynch St	1.41	B,P	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect rural areas to the Tri-Cities urbanized area.
R039	RUTH20003-B	Bicycle	US-221	From: SC Line   To: Bethany Church Rd (SR 2213)	9.5	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to historic places, schools, and neighboring counties. It would connect the communities of Brice, Danielstown, Harris.
R040*	RUTH20014-HBP	Bike and Ped	US 221A (Main St [Spindale])	From: Smith Grove Rd to Ledbetter Rd & Ohio St to Yelton St	2.59	H,B,P	Bike lanes and sidewalk from Fairground Rd to Ledbetter Rd & Ohio St to Yelton St are recommended as part of highway project R11.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
R041	RUTH20009-BP	Bike and Ped	US 221A (Main St [Spindale])	From: Ledbetter Rd (SR 1591)   To: Ohio St	0.93	B,P	Bike lanes and sidewalk, identified in Main St Master Plan, from Ledbetter Rd to Ohio St are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within the Tri-Cities urbanized area.
R042*	RUTH20013-HBP	Bike and Ped	US 221A (Main St [Forest City])	From: S Church St   To: Smith Grove Rd (SR 1551)	3.93	H,B,P	Bike lane and sidewalk as part of highway project R12 are recommended.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
R043*	RUTH20016-HBP	Bike and Ped	US 74 Bus.	From: S Broadway St (US 221A)   To: Old US 74 Hwy (SR 1595)	3.54	H,B,P	Bike lanes and sidewalk is recommended as part of highway project R05.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
R043*	RUTH20008-B	Bike and Ped	Main St [Forest City] (US 221A/US 74 Bus)	From: S Broadway St (US 221A)   To: S Church St (SR 2213)	0.38	H,B,P	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
R044	RUTH20010-B	Bicycle	US 74 Bus.	From: Old US 74 Hwy (SR 1595)   To: Rutherford/Cleveland Line	7.01	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools, and neighboring counties. It would connect Ellenboro to the Tri-Cities urbanized area.
R045	RUTH40039-B	Bicycle	Henrietta St	From: US 74 Business   To: Ellenboro Henrietta Rd (SR 1920)	0.41	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to historic places. It would expand the multimodal network within Ellenboro.
R046	RUTH40003-B	Bicycle	Poors Ford Rd	From: Polk/Rutherford Line   To: Oakland Rd/Piney Ridge Rd	6.94	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect the communities of Shiloh, Oakland Heights, Frog Level to the Tri-Cities urbanized area.

Bike/Ped Class: ■ Bicycle ■ Pedestrian ■ Bike and Ped ■ Multiuse Path ■ Bike/Ped Bridge \* Denotes Highway Incidental

# FOOTHILLS RPO COMPREHENSIVE TRANSPORTATION PLAN

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## Rutherford County Bicycle and Pedestrian Recommendations

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
R047	RUTH40011-BP	Bike and Ped	Edwards St	From: Forest Hills Cir   To: Crestview St	0.65	B,P	Sidewalk is recommended with the addition of Bike Lanes from Crestview St to Tanner St.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, medical facilities. It would expand the multimodal network within the Tri-Cities urbanized area.
R048	RUTH40009-B	Bicycle	Big Island Rd	From: Poors Ford Rd (SR 1004)   To: Hopper Rd	2.15	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to historic places. It would connect to the community of Shiloh.
R049	RUTH40021-B	Bicycle	Whitesides Rd	From: Railroad Ave (US 74-A)   To: Piney Mtn Church Rd (SR 1007)	7.05	B,P	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect rural areas to the Tri-Cities urbanized area.
R050	RUTH40010-B	Bicycle	Shiloh Rd	From: US 221   To: Poors Ford Rd (SR 1004)	1.69	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would connect the communities of Shiloh, Danielstown to the Tri-Cities urbanized area.
R050	RUTH40054-B	Bicycle	Bethany Church Rd	From: Piney Ridge Rd (SR 2159)   To: US 221	2.18	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would connect the communities of Shiloh, Danielstown to the Tri-Cities urbanized area.
R051*	RUTH40037-HBP	Bike and Ped	S Church St [Forest City]/Bethany Church Rd	From: Hardin Rd (SR 2178)   To: Piney Ridge Rd (SR 2159)	1.64	H,B,P	Bike lanes and sidewalk as part of highway project R09 are recommended.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
R052	RUTH40055-BP	Bike and Ped	S Church St [Forest City]	From: E Spruce St to Hardin Rd (SR 2178)	0.96	B,P	Addition of Bike lanes and sidewalk are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
R053	RUTH40059-B	Bicycle	S Church St [Forest City]	From: Main St [Forest City] (US 221A)   To: Oak St [Forest City] (SR 2179)	0.19	B	Bike lanes are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
R054	RUTH40036-B	Bicycle	Ellenboro Henrietta Rd	From: N Main St [Henrietta] (SR 2134)   To: US 221A	0.63	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to historic places, schools. It would expand the multimodal network within the Tri-Cities urbanized area.
R055	RUTH40056-B	Bicycle	Watts Rd	From: Callahan Koon Rd (SR 2188)   To: Oakland Rd (SR 2169)	0.43	M,B	Bike lanes are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Tri-Cities urbanized area.
R056*	RUTH40035-HBP	Bike and Ped	Oak St [Spindale]	From: College Ave (US 74-A)   To: E Main St [Spindale] (US 221A)	1.44	H,B,P	Bike lanes and sidewalks on both sides of road as part of road diet are recommended as part of highway project R19.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
R057	RUTH40053-B	Bicycle	Chase High Rd	From: US 221   To: US 221A	3.76	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, schools. It would connect to the community of Sandy Mush to the Tri-Cities urbanized area.
R058	RUTH20007-B	Bicycle	US-221A	From: Proposed Second Broad River Greenway   To: US 74	4.77	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect the communities of Sandy Mush, Alexander Mills, Caroleen to the Tri-Cities urbanized area.
R058	RUTH20006-B	Bicycle	US 221A	From: SC Line/Old US 221A Hwy (SR 1993)   To: Whiteline Rd/Haynes Grove Church Rd/Proposed Cliffside-Ellenboro Trail	6.43	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect to the community of Cliffside.
R059	RUTH40037-B	Bicycle	N Main St [Henrietta] & Ellenboro Henrietta Rd	From: Dobbinsville Rd/Proposed Cliffside-Ellenboro Trail   To: US 221A	1.03	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to historic places, schools. It would connect the communities of Avondale, Henrietta to the Tri-Cities urbanized area.
R059	RUTH40042-B	Bicycle	Harris Henrietta Rd	From: US 221A   To: US 221	4.71	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to historic places, schools. It would connect the communities of Avondale, Henrietta to the Tri-Cities urbanized area.
R060	RUTH40041-B	Bicycle	Ferry Rd	From: US 221   To: Chase High Rd (SR 2210)	5.06	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to historic places.
R061	RUTH40001-B	Bicycle	Duke Power Rd	From: Cleveland/Rutherford Line   To: US 221A	0.89	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to neighboring counties.
R062	RUTH40002-B	Bicycle	Boiling Springs Rd	From: Rutherford/Cleveland Line   To: US 221A	0.43	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, and neighboring counties. It would connect to the community of Cliffside.
R062	RUTH40040-B	Bicycle	Cliffside St	From: Boiling Springs Rd (SR 1003)   To: Boiling Springs Rd (SR 1003)	0.44	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, and neighboring counties. It would connect to the community of Cliffside.
R063	RUTH30003-B	Bicycle	NC-120	From: US 221A   To: Rutherford/Cleveland Line	4.67	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools, and neighboring counties. It would connect to the community of Six Points.
R064	RUTH40038-B	Bicycle	Race Path Church Rd	From: NC 120   To: US 74 Bus.	3.08	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to extend the multimodal network to connect to the community of Six Points to Ellenboro.
R065	RUTH20006-B	Bicycle	US 221A	From: SC Line/Old US 221A Hwy (SR 1993)   To: Whiteline Rd/Haynes Grove Church Rd/Proposed Cliffside-Ellenboro Trail	6.43	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect to the community of Cliffside.
R066	RUTH40007-B	Bicycle	Piney Mtn Church Rd	From: Old Hollis Rd (SR 1776)   To: US 74 Business	0.93	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to extend the multimodal network to expand the multimodal network within Ellenboro.
R067	RUTH40005-B	Bicycle	Bostic Sunshine Hwy, Main St [Bostic], & NC 226	From: US 74 Business   To: NC 226/First Broad River bridge	14.38	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect Bostic to the Tri-Cities urbanized area.

Bike/Ped Class: ■ Bicycle ■ Pedestrian ■ Bike and Ped ■ Multiuse Path ■ Bike/Ped Bridge \* Denotes Highway Incidental

**FOOTHILLS RPO COMPREHENSIVE TRANSPORTATION PLAN**

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**Rutherford County Bicycle and Pedestrian Recommendations**

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
R068	RUTH40004-B	Bicycle	Coxe Rd	From: Union Rd (SR 1153)   To: Proposed Cleghorn Creek Greenway	1.11	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to historic places.
R069	RUTH40017-B	Bicycle	Hudlow Rd	From: Rock Rd (SR 1520)   To: Weatherstone Dr (SR 1604)	7.42	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect the communities of Mount Vernon, Weatherstone to the Tri-Cities urbanized area.
R069	RUTH40014-H	Bicycle	Hudlow Rd	From: Weatherstone Dr (SR 1604)   To: US 221A (Main St)	0.68	B	Widen to 3 lanes with center turn lane, add bike lanes and sidewalk to improve mobility and relieve future congestion.	Hudlow Rd is projected to be near capacity. This road experiences congestion, particularly near the intersection with Main St, and mobility is inhibited as a result.
R070	RUTH40024-B	Bicycle	Smith Grove Rd	From: US 221A   To: Hudlow Rd (SR 1510)	1.25	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect rural areas to the Tri-Cities urbanized area.
R071	RUTH40057-B	Bicycle	Lincoln Rd	From: Hudlow Rd   To: Forest Lake Rd	0.61	B	Connecting bike lane segments are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect to the community of Weatherstone to the Tri-Cities urbanized area.
R071	RUTH40027-B	Bicycle	Forest Lake Rd	From: Hudlow Rd (SR 1510)   To: Rock Corner Rd (SR 1549)	1.88	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect to the community of Weatherstone to the Tri-Cities urbanized area.
R072	RUTH40032-BP	Bike and Ped	Old Caroleen Rd	From: S Broadway St (US 221A)   To: US 221A	4.8	B,P	Bike lanes, as described in the Isothermal Regional Bike Plan, and sidewalk from Coventry Ln to Copper Branch Greenway are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect rural areas to the Tri-Cities urbanized area.
R073	RUTH40035-B	Bicycle	Mt Pleasant Church Rd	From: Old Caroleen Rd (SR 1901)   To: US 221A	1.58	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would connect rural areas to the Tri-Cities urbanized area.
R074	RUTH40034-B	Bicycle	Pine St	From: US 221   To: Mt Pleasant Church Rd (SR 1906)	1.45	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect to the community of Alexander Mills to the Tri-Cities urbanized area.
R075	RUTH40046-B	Bicycle	Pointer Rd	From: Piney Ridge Rd (SR 2159)   To: US 221	1.25	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect to the community of Alexander Mills to the Tri-Cities urbanized area.
R076	RUTH40025-B	Bicycle	Cherry Mountain St, Church St [Bostic], East High Rd	From: Crowe Park Rd   To: US 74 Business	4.09	B,P	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to historic places, schools. It would connect Bostic to the Tri-Cities urbanized area.
R077*	RUTH40040-HBP	Bike and Ped	Oak St [Forest City] (east extension)	From: S Broadway St (US 221A)   To: E Main St [Forest City] (US 74 Bus.)	1.68	H,B,P	Bike lanes and sidewalk on new location roadway are recommended as part of highway project R08.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
R078	RUTH40043-BP	Bike and Ped	Piney Ridge Rd	From: Oakland Rd (SR 2169)   To: Oak St Ext (SR 2241)	2.3	B,P	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, schools. It would connect the communities of Oakland Heights, Frog Level to the Tri-Cities urbanized area.
R079	RUTH40045-B	Bicycle	Piney Ridge Rd & Doggett Rd	From: Oak St Ext (SR 2241)   To: US 221A	4.62	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would connect to the community of Sandy Mush to the Tri-Cities urbanized area.
R080*	RUTH40032-HB	Bicycle	Oak St [Forest City]	From: Butler Rd   To: Young St	0.8	H,B	Bike lanes are recommended as part of highway project R13.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
R081	RUTH40049-B	Bicycle	Butler Rd	From: College Ave (US 74-A)   To: Piney Ridge Rd (SR 2159)	0.58	B,P	Bike lanes, as described in the Forest City Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Tri-Cities urbanized area.
R082	RUTH40048-BP	Bike and Ped	Hardin Rd	From: Bethany Church Rd (SR 2213)   To: Main Dr (SR 2183)	2.11	B,P	Bike lanes, Sidewalk from Bethany Church Rd to Forest St and Kent Dr to Main Dr, and a connection to Thermal Belt Rail Trail at Main Dr are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect to the community of Pinecrest to the Tri-Cities urbanized area.
R083	RUTH40026-B	Bicycle	Horn Bottom Rd, Vance St	From: Rock Corner Rd (SR 1549)   To: US 221	1.08	B	Bike lanes, as described in the Forest City Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect rural areas to the Tri-Cities urbanized area.
R084	RUTH40050-BP	Bike and Ped	Daniel Rd & Duke St	From: W Main St [Forest City] (US 221A)   To: Piney Ridge Rd (SR 2159)	3.24	B,P	Bike lanes, as described in the Forest City Bike Plan, is recommended. A sidewalk is also advised.	This recommendation is needed to provide a multimodal connection to commercial areas. It would connect rural areas to the Tri-Cities urbanized area.
R085	RUTH00013-M	Bike and Ped	Shopping Center Connector	From: College Ave (US 74-A)/Spindale Plaza Dr   To: Big Lots/Sav-A-Lot bus stop	1.35	B,P	Recommend multi-use path/greenway connectors to Thermal Belt Rail Trail, Rutherford County Walking Path, government services, Isothermal Community College. Sidepath to follow along ICC Dr, Spindale Plaza Dr, Callahan Koon Rd, and Withrow Rd. Bike lane & Sidewalk on non-side path side of Withrow Rd.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect to the community of Bakersville to the Tri-Cities urbanized area.
R085	RUTH40051-BP	Bike and Ped	Withrow Rd	From: W Main St [Forest City] (US 221A)   To: Oakland Rd (SR 2169)	4.22	B,P	Recommend multi-use path/greenway connectors to Thermal Belt Rail Trail, Rutherford County Walking Path, government services, Isothermal Community College. Sidepath to be along ICC Dr, Spindale Plaza Dr, Callahan Koon Rd, Withrow Rd. Use of Bike lane & Sidewalk on non-side path side of Withrow Rd.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect the communities of Bakersville, Pinecrest to the Tri-Cities urbanized area.
R086	RUTH40028-B	Bicycle	Ledbetter Rd	From: Pennsylvania Ave   To: Shenandoah Dr (SR 1553)	0.97	B,P	Bike lanes, as described in the Spindale Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Tri-Cities urbanized area.
R087	RUTH40023-B	Bike and Ped	Spindale St	From: West St (SR 1544)   To: Main St [Spindale] (US 221A)	0.57	B,P	Sidewalks are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within the Tri-Cities urbanized area.
R087	RUTH40016-P	Bike and Ped	Spindale St	From: West St (SR 1544)   To: US 221	0.02	B,P	Sidewalks are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within the Tri-Cities urbanized area.
R088	RUTH40029-B	Bicycle	Old US 74 Hwy	From: Pinehurst Rd (SR 1571)   To: US 74	1.14	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would connect to the community of Concord to the Tri-Cities urbanized area.

Bike/Ped Class: ■ Bicycle ■ Pedestrian ■ Bike and Ped ■ Multiuse Path ■ Bike/Ped Bridge \* Denotes Highway Incidental

# FOOTHILLS RPO COMPREHENSIVE TRANSPORTATION PLAN

June 2022

## Rutherford County Bicycle and Pedestrian Recommendations

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
R089	RUTH40030-B	Bicycle	Hollis Rd	From: Short Rd (SR 1777)   To: US 74 Business	1.35	B	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to schools. It would connect rural areas to Ellenboro.
R090*	RUTH40030-HBP	Bike and Ped	Oakland Rd	From: Piney Ridge Rd (SR 2159)   To: Withrow Rd (SR 2185)	2.02	H,B,P	Bike lanes and sidewalk as part of highway project R07 are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Tri-Cities urbanized area.
R090*	RUTH40025-BP	Bike and Ped	Oakland Rd	From: Withrow Rd   To: Spinner St/prop. realigned Oakland Rd	0.48	H,B,P	Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended. A sidewalk, as described in the Rutherford County CTP, is also advised.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Tri-Cities urbanized area.
R090*	RUTH40031-HP	Bike and Ped	Oakland Rd (realigned)	From: Spinner St/Existing Oakland Rd   To: E Main St [Spindale] (US 221A)	0.06	H,B,P	A sidewalk is recommended as part of highway project R48.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
R091	RUTH40022-BP	Bike and Ped	West St	From: Spindale St (SR 1546)   To: Railroad Ave (US 74-A)	1.66	B,P	Bike lanes and sidewalk, as described in the Spindale Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within the Tri-Cities urbanized area.
R092*	RUTH40023-HP	Pedestrian	Old Ballpark Rd	From: Stonecutter St   To: End of proposed sidewalk	0.32	H,P	Sidewalk is recommended as part of highway project R40.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
R092	RUTH40017-P	Pedestrian	Old Ballpark Rd	From: Falcon Ln   To: Stonecutter St	0.01	P	Sidewalks are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
R093	RUTH40030-P	Pedestrian	Butler Rd	From: Oak St Ext (SR 2241)   To: Piney Ridge Rd (SR 2159)	0.02	B,P	Sidewalks are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Tri-Cities urbanized area.
R093	RUTH40029-P	Pedestrian	Butler Rd	From: Oak St Ext (SR 2241)   To: College Ave (US 74-A)	0.4	B,P	Sidewalks are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Tri-Cities urbanized area.
R094	RUTH40027-P	Pedestrian	Brackett Rd	From: Washington St (SR 2173)   To: Bethany Church Rd (SR 2213)	0.54	P	Sidewalks are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect rural areas to the Tri-Cities urbanized area.
R094	RUTH40026-P	Pedestrian	Washington St	From: Brackett Rd (SR 2177)   To: US 221	0.47	P	Sidewalks are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect rural areas to the Tri-Cities urbanized area.
R095	RUTH20004-P	Pedestrian	US-221A	From: US 74   To: E Main St [Forest City] (US 74 Bus.)	1.38	B,P	Sidewalks are recommended as part of highway project R23.	This recommendation is needed to infill sidewalk and ensure that it exists on both sides of US 221A, providing a safe connection from across I-40 to downtown Forest City.
R096	RUTH40031-P	Pedestrian	Oakland Rd (existing)	From: Spinner St   To: Kentucky St/Thermal Belt Rail Trail	0.14	P	Sidewalks are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Tri-Cities urbanized area.
R097	RUTH40037-P	Pedestrian	Icc Loop Rd	From: Piney Ridge Rd (SR 2159)   To: Piney Ridge Rd (SR 2159)	0.8	P	A sidewalk throughout ICC campus is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, schools. It would connect the communities of Oakland Heights, Bakersville, Frog Level to the Tri-Cities urbanized area.
R097	RUTH40039-P	Pedestrian	Icc Dr	From: US 74-A   To: Icc Loop Rd (SR 2246)	0.22	P	A sidewalk throughout ICC campus is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, schools. It would connect the communities of Oakland Heights, Bakersville, Frog Level to the Tri-Cities urbanized area.
R098	RUTH40013-HP	Pedestrian	Island Creek Rd	From: NC 9   To: Lake Lure Classical Academy	0.17	P	A sidewalk is recommended as part of highway project R16.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
R099	RUTH20011-HP	Pedestrian	US-74-A	From: Whitesides Rd (SR 1538)   To: US 221A (Charlotte Rd)	1.06	P	A sidewalk is recommended as part of highway project R20.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
R100	RUTH50010-P	Pedestrian	N Cleghorn St	From: US 221   To: Green St	0.35	P	A sidewalk on this local street in Rutherfordton is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
R101	RUTH50005-M	Multiuse Path	N Oak St [Spindale]	From: W Main St [Spindale]   To: Spindale Elementary School	0.08	M,P	Sidepath (local street) to connect Thermal Belt Rail Trail to Elementary School; sidewalk on non-sidepath side of road.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within the Tri-Cities urbanized area.
R101	RUTH50009-P	Multiuse Path	N Oak St	From: W Main St [Spindale]   To: Spindale Elementary School	0.07	M,P	A side path (local street) to connect Thermal Belt Rail Trail to Spindale Elementary School with a sidewalk on the non-side path side of road is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within the Tri-Cities urbanized area.
R102	RUTH50004-P	Pedestrian	Stonecutter St	From: Old Ballpark Rd (SR 1547)   To: Spindale St (SR 1546)	0.3	P	A sidewalk on this local street in Spindale is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
R103	RUTH50020-P	Pedestrian	Church St	From: Steward St (SR 1593)   To: Old Ballpark Rd (SR 1547)	0.39	P	A sidewalk on this local street in Spindale is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
R104	RUTH50005-P	Pedestrian	Spencer St	From: Mill St   To: Eastwood St	0.25	P	A sidewalk on this local street in Spindale is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
R105	RUTH50007-P	Pedestrian	Poplar St	From: Spindale St (SR 1546)   To: Florida Ave	0.24	P	A sidewalk on this local street in Spindale is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
R105	RUTH50015-P	Pedestrian	Florida Ave	From: Poplar St   To: Ledbetter Rd (SR 1591)	0.42	P	A sidewalk on this local street in Spindale is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.

Bike/Ped Class: ■ Bicycle ■ Pedestrian ■ Bike and Ped ■ Multiuse Path ■ Bike/Ped Bridge \* Denotes Highway Incidental



**FOOTHILLS RPO COMPREHENSIVE TRANSPORTATION PLAN**

June 2022

**Rutherford County Bicycle and Pedestrian Recommendations**

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
R106	RUTH50012-P	Pedestrian	Kentucky St	From: Oakland Rd (SR 2169)   To: Kansas St	0.2	P	A sidewalk on this local street in Spindale is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Tri-Cities urbanized area.
R107	RUTH50017-P	Pedestrian	Edwards St	From: Kentucky St   To: Oakland Rd (SR 2169)	0.22	P	A sidewalk on this local street in Spindale is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Tri-Cities urbanized area.
R108	RUTH50006-P	Pedestrian	Ryans Dr	From: Plaza Dr   To: Plaza Dr	0.18	P	A sidewalk on this local street in Forest City is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
R108	RUTH50008-P	Pedestrian	Plaza Dr	From: Oak St Ext (SR 2241)   To: Lowes Blvd	0.23	P	A sidewalk on this local street in Forest City is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
R109	RUTH50003-B	Bicycle	Learning Pkwy	From: Horn Bottom Rd (SR 1585)   To: End of road	0.6	B	A segment of bike lane on Rock Rd on the other side of road than side path from Pineview Dr to Broyhill Rd is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within the Tri-Cities urbanized area.
R110	RUTH50003-P	Pedestrian	Turner St	From: US 221   To: McDaniel St	0.39	P	A sidewalk on this local street in Forest City is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within the Tri-Cities urbanized area.
R111	RUTH50014-P	Pedestrian	Forest St	From: Reid St   To: Hamilton St	0.47	P	A sidewalk on this local street in Forest City is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
R112	RUTH50011-P	Pedestrian	McNair Dr	From: US 221   To: End of road	0.07	P	A sidewalk on this local street in Forest City is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
R113	RUTH50001-P	Pedestrian	W Trade St	From: Church St (SR 1576)   To: McNair Dr	0.44	P	A sidewalk on this local street in Forest City is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
R114	RUTH50018-P	Pedestrian	E Trade St	From: Church St (SR 1576)   To: DEAD-END	0.16	P	A sidewalk on this local street in Forest City is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
R115	RUTH50016-P	Pedestrian	Elizabeth Ave	From: US 74   To: Eastover Dr	0.13	P	A sidewalk on this local street in Forest City is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
R116	RUTH50002-P	Pedestrian	W 6th St	From: US 221   To: Washington St (SR 1218)	0.09	P	A sidewalk on this local street in Rutherfordton is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
R117	RUTH50019-P	Pedestrian	E 7th St, Proposed E 7th St	From: US 221   To: N Cleghorn St	0.13	P	A sidewalk on this local street in Rutherfordton is recommended. An extension of sidewalk through park is also advised.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
R118*	RUTH50005-HBP	Bike and Ped	Arcade St	From: US 64 (west int.)   To: US 64 (east int.)	0.19	H,B,P	Bike lanes on a local street are recommended in accordance with Lake Lure Downtown Master Plan. A sidewalk between Bottomless Pools Dr & US 64/74-A is also advised.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
R119*	RUTH50002-HBP	Bike and Ped	Proctor Rd	From: Arcade St   To: Proposed Lake Lure Pkwy	0.3	H,B,P	Bike lane and sidewalk are recommended as part of highway project R56.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
R120	RUTH50004-BP	Bike and Ped	Green St	From: N Main St (existing US 221)   To: Railroad Ave (US 74-A)	1.36	B,P	Bike lanes and sidewalk, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
R121	RUTH40058-BP	Bike and Ped	Cherry Mountain St	From: Luckadoo St   To: Crowe Park Rd	1.44	B,P	Bike lanes and sidewalk, as described in the Isothermal Regional Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Tri-Cities urbanized area.
R122*	RUTH40019-HBP	Bike and Ped	Hudlow Rd	From: Weatherstone Dr (SR 1604)   To: US 221A	0.96	H,B,P	Bike lanes and sidewalk as part of of highway project R06 are recommended.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
R123	RUTH40044-BP	Bike and Ped	Ledbetter Rd	From: E Main St (US 221A)   To: Pennsylvania Ave	0.14	B,P	Bike lanes and sidewalk, as described in the Spindale Bike Plan, are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Tri-Cities urbanized area.